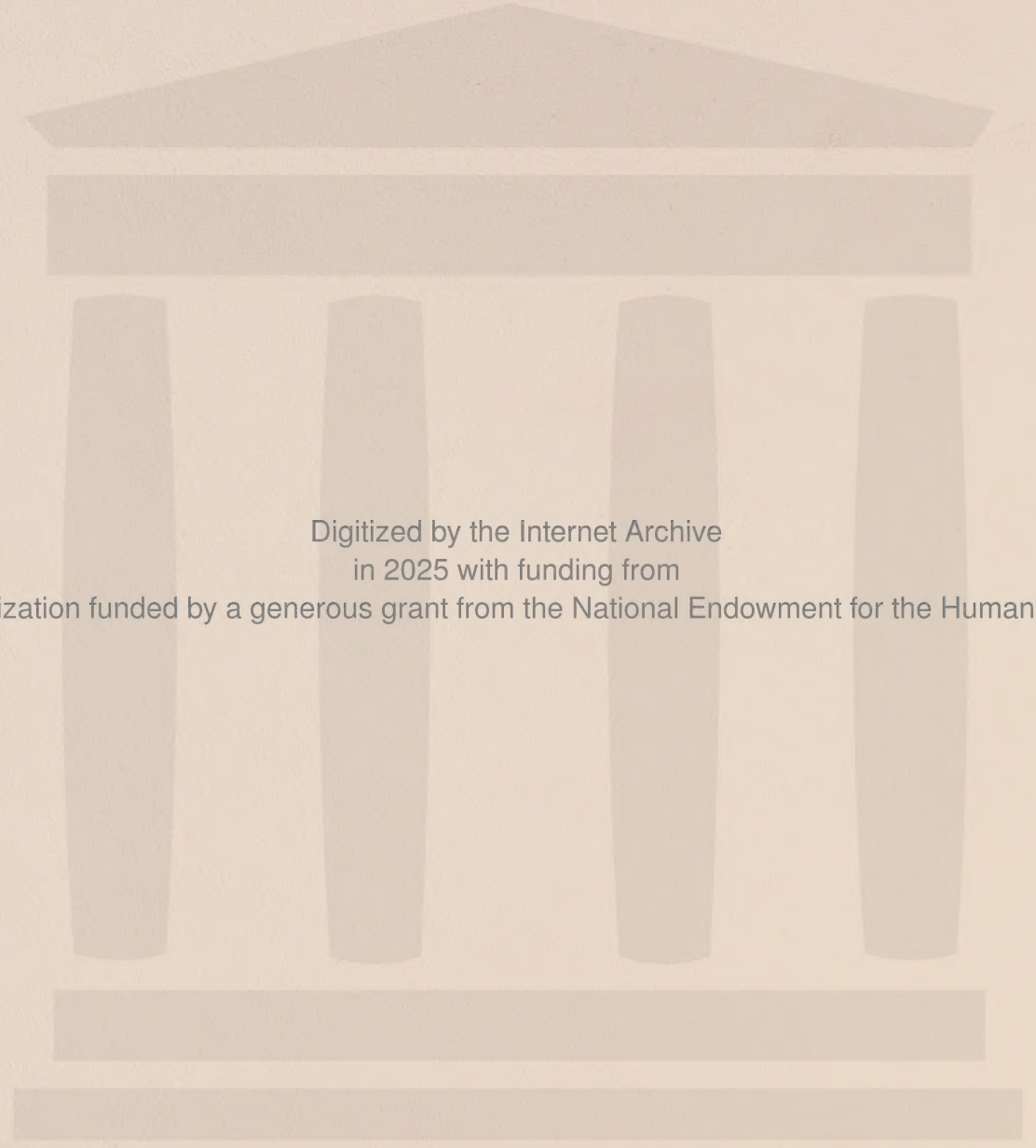
NEIGHBORHOOD ANALYSES

ATHENS, GEORGIA

ATHENS-CLARKE COUNTY PLANNING COMMISSION



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INTRODUCTION

No analyses of the City of Athens would be complete without referring to its unique situation as a "university City" and the effects that this role has had upon its housing, its neighborhoods, its economy and, indeed, the entire urban fabric.

Athens has served as a university city since 1801 when the University of Georgia opened its doors to students, although the City itself was not incorporated until 1806. Since that period, however, Athens and the University have grown as a single entity, with the City very much dependent upon the faculty and student body of the University for its economic support.

By 1960, the University had attained a population of 8,453 students, an increase of only approximately 2,400 students over the year 1950. The City, in 1960, had a population of 31,335, an increase of only approximately 7,000 persons. Between 1960 and 1968, the University increased its student enrollment by approximately 10,000 students and the City increased its population by almost 20,000 persons. In other words, the Universtiy more than doubled its enrollment in eight years and the City increased its population by almost 60 per cent.

The effects of this sudden and very recent growth on the social and economic structure of the community has been pronounced. The University now attracts a large number of highly paid faculty personnel who demand the best of living conditions in the city. The increased number of students express demands for more and better personal service, eating and entertainment establishments, as well as more rental housing units. Each year, the percentage of multi-family units constructed increases over single-family units. The neighborhoods closest to the University are undergoing rapid transformations, in terms of both their housing structures and their social structures. Most single-family subdivisions are now being constructed in the County (During 1968, only two subdivisions of ten or more lots were approved in the City).

Since 1966, the City has begun to build its own economic impetus, although not completely without the valuable ommi-presence of the University. Several new industries have moved

into the urban area, including Reliance Corporation and Kendall Corporation, which will ultimately employ well-over 1,000 workers. There are indications that this is only the beginning of growth for Athens and that there are many large industries now interested in Athens as a possible site for their operations.

In trying to accommodate change, the City of Athens has undertaken several new programs and has expanded existing programs. As an illustration of the former, the City was selected as a participant in the Model City Program in 1968 and will soon be submitting Part I of its planning program. In addition, the City will soon contract with the State Highway Department to undertake a 3-year comprehensive urban transportation study. Many other programs, such as the Supplementary Feeding Program, have been initiated to assist the low income in attaining a more full and enriching life.

In regard to the expansion of existing programs, the City has increased the budget for its planning program by twenty per cent and the planning office was expanded by two times its original space. In addition, funds were allotted for the employment of an additional full-time professional planner.

Although advances are being made, there are many problems which the City has to face and solve. Several neighborhoods in the City contain extreme conditions of social, economic and physical blight. Much of this atrophy has been accelerated by inceasing traffic, land use changes, and the ever-increasing shortage of low-income housing.

These analyses of Athens' neighborhoods attempt at least to define areas of blight, propose remedial action and, in some measure, initiate programs to improve the quality of the environment in blighted areas. Certainly other programs, such as Model Cities, will go further in developing action programs aimed at solving the entire network of related problems which, for generations, have kept low-imcome families living in undesirable and substandard conditions.

The task is indeed awesome and will require much of the energies and resources of the people of Athens. Within the limits of its resources and other available aid, the City of Athens is preparing itself to provide a high quality of living to all its citizens.

METHODOLOGY

All information contained herein is a combination of previous stuides by the Planning Department, an exterior building conditions survey undertaken in the summer of 1966 and updated, and personal knowledge of various local officials. The characteristics of families in poor housing were obtained from the results of a survey conducted by the Community Development Department (Model City Program). The survey consisted of interviews with 10 per cent of the families living in the Model City Area. The information was then statistically compiled for presentation in this report.

Delineation of Neighborhoods

The boundaries of Athens' neighborhoods were delineated after careful consideration of such factors as physical barriers, such as waterways, rail lines and arterial highways; heavily traveled streets; community of interest of residents; 1960 Enumeration Districts; income levels; and other pertinent criteria. Because proposed 1970 Census Tract boundaries have not as yet received federal approval, some changes may have to be made in neighborhood boundaries when these analyses are updated in 1971 or 1972, depending upon availability of Census data . In this respect, these analyses should serve as an interim report which will be updated when new information is available.

Location and Extent of Blight

As mentioned above, the location and extent of blight in each neighborhood was determined by an exterior survey of building conditions in the summer of 1966 and updated by spot checking in summer of 1968. The summary of conditions at the beginning of each neighborhood reflects the number of structures, by condition, for 1966 with the number of dwelling units in parentheses. Since 1960 data is in terms of housing units, there will be some dissimilarity between the data for these two years.

Adequacy of Community Facilities and Services

Information was collected on the adequacy of parks, playgrounds, schools, fire facilities, trash and garbage collection, streets, and water and sewerage facilities.

The adequacy of parks was determined using the following standards recommended by the National Recreation Association:

a. Neighborhood Park: a passive recreation area largely for children, serving an area of no more than one-fourth to three-eights of a mile distant and having one acre for every 1,600 people in the neighborhood.

b. Neighborhood Playground: an active recreational area with ball diamonds, tennis courts, as well as apparta for younger children. It has the same service area as for parks, but with one acre per 800 people. The two can be combined into one area and may also be associated with an elementary school.

c. Community Park: a large area with picnicking and other passive recreational facilities, including scenic areas or nature walks. It should be within one to one and one-half miles of possible users with one acre for every 400 people.

d. Community Athletic Field: a large active recreational area with several ball diamonds, a football field, etc., which supports league activities. It has the same service area as a community park with one acre per 800 people.

The adequacy of fire facilities was determined according to standards recommended by the National Board of Fire Underwriters.

a. High value areas and commercial and industrial properties should be within 3/4 mile of a engine company and within 1 mile of a ladder company.

b. Areas other than high value districts should be within 1½ miles of an engine company and within 2 miles of a ladder company.

In addition to these standards, however, consideration was also given to population density, types of buildings, pattern of traffic-ways and the relative degree of fire hazard in a neighborhood.

Schools were analyzed on the basis of class sizes, enrollments to capacities and the maximum travel distance of any school from its pupil. For elementary schools, the standard used for the desirable number of students per classroom was 25; a limit of 30 pupils was considered the maximum permissible. For secondary schools, optimum capacity was considered to be 85 per cent of the maximum number of students according to functional floor area (classrooms, shops, gymnasiums, etc.). The maximum travel distances for each type of school are:

a. Elementary ---------- ½ to 3/4 mile

b. Junior High School ---------- 1 to 1½ miles

c. Senior High School ---------- 1½ to 2 miles

Although site size will vary in different parts of the city according to the availability of land, land costs, etc., the following standards were used to judge the adequacy of school sites:

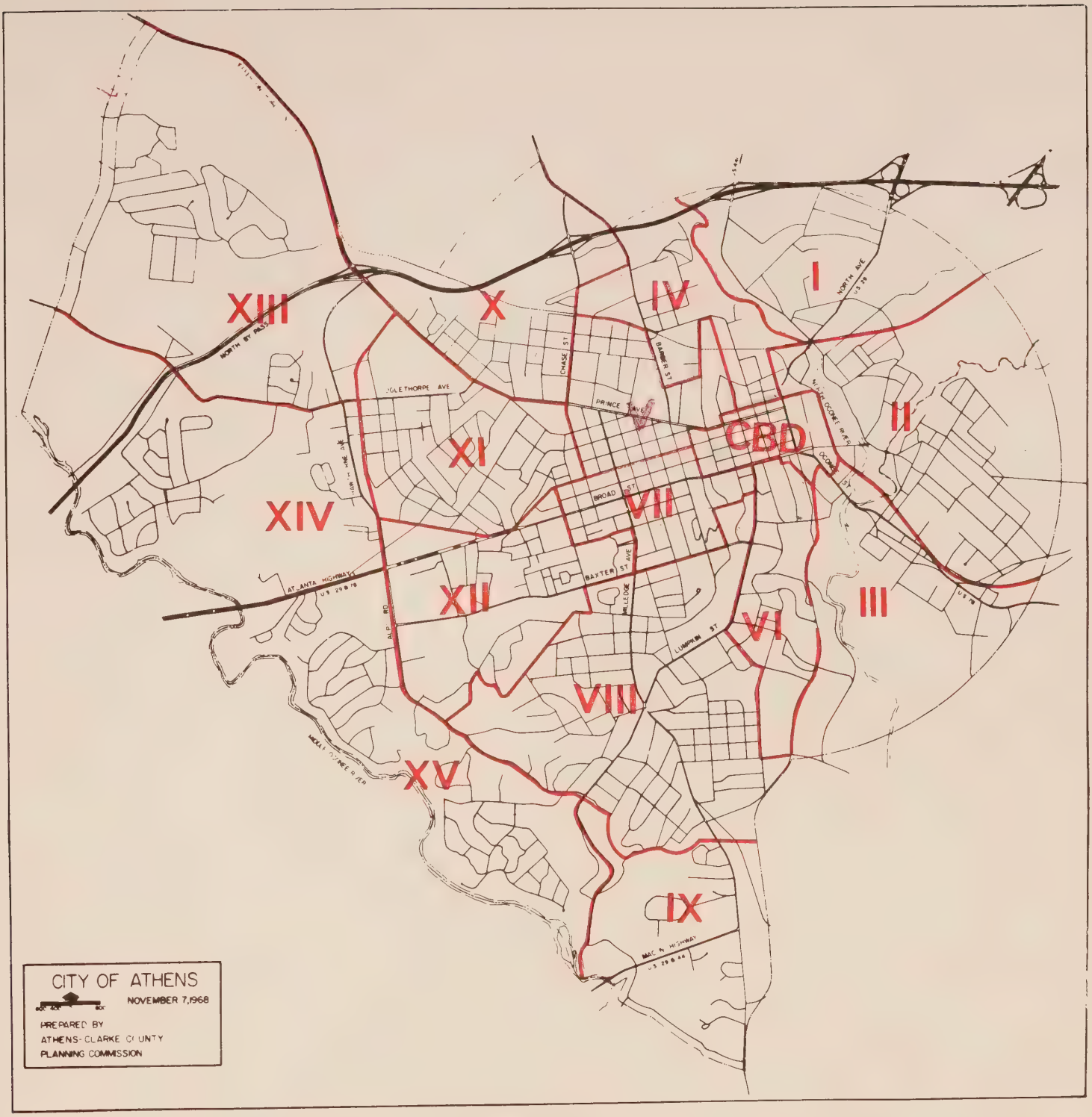
a. Elementary Schools - 5 acres, plus 1 acre for every 100 students.

b. Secondary Schools - 10 acres, plus 1 acre for every 100 students.

Of course, the above standards can only be used in a general fashion since economic forces as well as sound educational standards exert influence on school sizes, site sizes, enrollments, and locations. It should be noted also that the Clarke County School Board has engaged consultants to prepare a comprehensive school plan for the County which may propose new concepts in school locations, etc.

Other data in this report were analyzed comparing each neighborhood to other neighborhoods and the city. All data are exhibited in charts and maps immediately following the neighborhood texts. This was done to allow comparison of neighborhoods on an overall basis and to visually reflect those areas of the city most in need of remedial action.

The map entitled "Inadequate Lot Widths" reflects those blocks containing 50 per cent or more lots with frontage of less than 60 feet.



CBD - service areas

NEIGHBORHOOD DELINEATION

NEIGHBORHOOD TEXTS

NEIGHBORHOOD I

Delineation

This neighborhood is a pie-shaped wedge bounded on the North and east by the city limits, on the south by the Seaboard Railroad tracks, and on the west by the North Oconee River. These are strong natural and functional boundaries, the river being a true geographic barrier because few bridges have been built to cross it and the railroad being a man-made delimitation.

Summary

	1960	1968 (est.)
Population:	1,205	1,485
Housing:	1960	1966
Total Units	345	446 (452 d.u.)
Sound	128	194
Deteriorating	64	88
Dilapidated	153	164

Population

The 1960 population of this area was 1205, of which 53.4 per cent were non-white, nearly twice the city average. In 1968, the population was estimated at 1,485, and the density of population was 3.0 persons per acre. The percentage of population 18 years of age or under was above the city average. The percentage of persons in the dependent ages, below eighteen and over sixty-five, is the second highest in the city.

The ratio of females to males was approximately equal to the city value of 1.05 to 1. The non-white segment of the population, however, is slightly above that figure but lower than the average for whites.

Housing Conditions

Housing is predominantly single-family detached dwellings plus a few mobile home courts. No group quarters of any type exist in the neighborhood. Although the density of homes is quite low, 0.9 dwelling units per acre, structural conditions are very poor. In 1960, the neighborhood was the second worst in the city, with 62.9 per cent of the structures either deteriorating or dilapidated. By 1966, some improvements had been made to the extent that 56.5 per cent of the structures were substandard. Most of the substandard housing is in the south and east portions of the neighborhood. Overcrowding is another problem in the area, with 28.3 per cent of the occupied units in 1960 having 1.01 or more person per room, the third highest in the city.

Most of the housing units in the district are small. In 1960, two out of every five residences had three rooms or less, while only 2.3 per cent had 8 rooms or more. These conditions are reflected in the home values. Throughout most of the neighborhood, homes were valued below $7,500 in 1960, except in the north where values ranged up to $15,000.

Home ownership and rental patterns vary throughout the neighborhood. The eastern section was over 40 per cent renter-occupied in 1960. Toward the northwest portion of the neighborhood, home ownership becomes predominant.

Conditions in Non-Residential Areas

Of the 25 blocks in the neighborhood, eleven, or 44 per cent, contain mixed land uses. Much of the mixed commercial is of the highway service type located along North Avenue, a major arterial road. Other non-residential uses consist of small grocery stores, auto repair shops, and junk yards. The grocery stores serve a very limited market and most are in substandard condition. Both the junk yards and repair shops contribute to aesthetic blight by having unsightly outdoor storage. Although some screening has been used, it is not totally effective. The one manufacturing plant in the neighborhood is structurally sound and provides sufficient off-street parking, however it is visually unattractive and could have a deleterious effect on future residential development.

One planned shopping center providing off-street parking serves the neighborhood and is located along North Avenue at the city limits. Convenience goods stores and personal service establishments are the primary occupants of the center.

The two major arterial roads in the neighborhood are Hobson and North Avenues. However, Hobson Avenue, because of the absence of a river crossing, carries relatively fewer automobiles (a bridge is now being constructed). The traffic volume on North Avenue exceeds 10,000 vehicles per day. The congestion that exists at the intersection of North and Hobson Avenues, near the North Avenue bridge, should be removed with the completion of the Hobson Avenue bridge.

Adequacy of Community Facilities

This neighborhood is practically devoid of community facilities. There are no schools located within the neighborhood, and there are no schools within walking distance of any of the residents. Residents attend one of the three schools located in surrounding neighborhoods: North Athens, East Athens, or College Avenue elementary schools. The first is in an industrial area with railroad spurs adjacent to it. East Athens is across Trail Creek from the neighborhood and virtually inaccessible. The last mentioned is 60 years old and is one of the few buildings which has not been demolished in the College Avenue Renewal Area. The junior and senior high schools are a distance of at least two miles from any part of the neighborhood.

There are two recreational facilities across the Oconee River and outside the western boundary of the neighborhood. Riverside Park (6 acres), close to the northern city limits, is not large enough, accessible enough or equipped enough to serve the entire population of North Athens. Furthermore, the park is not well-maintained. The Lyndon House, located in the Urban Renewal Area, is a community center comprised of three acres with play equipment.

No hospitals or fire stations are located in the area. However, the fire protection is adequate and only a small number of fires occurred during 1967.

Trash and garbage is collected twice weekly in the neighborhood. In general, the neighborhood ranks poorly in regard to sanitation, with a large number of unapproved refuse storage containers, abandoned autos and appliances, etc. The worst conditions appear in the eastern one-third of the neighborhood.

One of the major unsewered areas of the City is located in the neighborhood between North Avenue, the City limits and the Seaboard Railroad tracks. Water service is available to almost all residents.

While several traffic accidents have occurred at the

intersection of Hobson and North Avenues, at the railroad tracks, this problem does not appear to be a major one in the neighborhood.

The neighborhood contains many unpaved streets, as reflected on the unpaved street maps, and, when combined with Neighborhood 2, these neighborhoods comprise over 50 per cent of the unpaved streets in the City.

Causes of Blight

Much of the blight in this neighborhood is the result of the financial inability of property owners to maintain their properties and general apathy toward making improvements because of the lack of adequate community facilities and services; unsightly trash, abandoned autos, unstacked lumber, etc.; and inadequacy of original construction of the units, which places initial improvement costs extremely high. Some of these factors, however, may be indicative of conditions as well as causative. No doubt, these factors do tend to perpetuate the socio-economic conditions of the neighborhood, and any improvement of the physical environment will certainly remove the stigma of blight and may provide the impetus to additional private rehabilitation, renewal and new construction.

Remedial Action

Blight in this neighborhood as well as in all the neighborhoods in the Model City Area can best be eliminated through a comprehensive program aimed at improving not only housing conditions but also job opportunities educational services, the physical environment, health and legal services, transportation and all facets of community life. Unless such a comprehensive approach is undertaken, problem conditions can be improved only temporarily with no ultimate beneficial effect on the lives of the residents. The problems of physical blight are tied so closely to socio-economic conditions that projects not dealing with both facets will prove to be only ad hoc measures, costing the community more in terms of tangible and intangible side effects than the cost of delving into the entire complex of problems which actually exists. In this respect, the Model City Program will provide the community with many action-oriented programs to remove all forms of blight.

Certainly, a vast portion of this neighborhood to the south will have to be included in renewal and/or rehabilitation programs to improve the quality of housing stock. The recently

initiated "Neighborhood Development Program" (NDP) would be a useful device in ridding the neighborhood and, indeed, the entire community of blight. This program should be included as one of those entered into by the local Community Development Agency, and it would have particular applicability to this portion of Neighborhood 1.

Courses of action of a more immediate nature should include an extensive clean-up campaign to rid the area of abandoned autos and appliances, tires, rubbish, unstacked lumber and other visually unappealing debris. Also, a program of strict code enforcement should be initiated in the less blighted, deteriorating areas of the neighborhood to prevent these areas from becoming blighted in the future.

NEIGHBORHOOD II

This neighborhood, located in East Athens, is bounded by the Seaboard Railroad, Thomas Street, the Georgia Railroad (all of which are strong, man-made, functional barriers) and by the City limits, to the east.

Summary

	1960	1968 (est.)
Population:	3,232	3,853
Housing:	1960	1966
Total Units	864	1,093 ~~(1,167 d.u.)~~
Sound	255	447
Deteriorating	291	329
Dilapidated	318	317

Population

In 1960, this neighborhood contained a population of 3,232 residents, and, in 1968, its population increased to 3,853. Of this figure, 70.2 per cent were non-white, the second highest concentration of non-white population in the city. Being predominantly an area of families, the number of persons under the age of 18 and 65 years of age or over was the third highest in the city.

The female/male composition appears to be somewhat unbalanced for both white and non-white. All sections of the neighborhood, except the northeasterly portion, were above the city average of 1.05 to 1.

Housing Conditions

Housing conditions are as bad in Neighborhood II as in any other neighborhood in the City. Of the total number of housing units in 1960, 70.5 per cent were either deteriorating

or dilapidated. In 1966, this figure was 59.1 per cent, the fourth highest in the City. Although the number of houses with three rooms or less was not much above the 1960 city average (City - 20.3 per cent, Neighborhood - 32.6 per cent), overcrowding is a problem. Of all the occupied housing units, 31.8 per cent had 1.01 or more persons per room. Overcrowding is especially critical in the westerly portion where more than 40 per cent of the housing units were overcrowded in 1960. The average home value throughout the neighborhood was below $7,500.

Sections of the neighborhood varied between 20 and 40 per cent in the number of rental units in 1960. However, more than 40 per cent of the units in the southerly and central portions of the neighborhood were renter-occupied, mostly be non-white families. The residences are predominantly single-family homes, with some duplexes. There are no group quarters or major mobile home courts in the neighborhood.

In 1960, 1.9 per cent of the total number of units were vacant, and, of these, 87 per cent were for rent.

Conditions in Nonresidential Areas

Mixed land use occurs on 34 per cent of the 73 blocks in the neighborhood. In the majority of instances, the admixture is due to the presence of small grocery stores or repair shops. The structural condition of such structures are, in most cases, sub-standard. Furthermore, many of the shops have outdoor storage which contributes to the unattractive character of some areas in the neighborhood.

To the west of the North Oconee River, peripheral to the CBD, are several blocks classified as entirely non-residential. Many of the buildings are in substandard structural condition as a result of their age and the inadequacy of original construction. One establishment, still operational, has been in existence for over a century. Certain activities, such as a meat slaughtering plant and a metal works, are nuisance industries, but their location is well-removed from any concentrated residential development. A relatively few occupied units exist in this industrial area because urban renewal has demolished most of the housing in this portion of the neighborhood.

Traffic volumes are relatively low, and there are no major arterial roads through the neighborhood. However, some traffic congestion does exist at the Broad Street river crossing as a result of a large manufacturing plant and a one-lane bridge at this location.

The neighborhood is devoid of any major retail center. However, the adjacent neighborhoods contain convenience goods shopping facilities, and the CBD is located immediately to the west of the neighborhood.

Adequacy of Community Facilities

There is one school, East Athens Elementary school, in this neighborhood. The residents are also served by College Avenue and Oconee Street elementary schools, located in adjacent neighborhoods. The junior and senior high schools are at least two miles from most residents of the area. The closest junior high school, Lyons, is located near the airport, a very poor school site and a great distance from the neighborhood.

The neighborhood has no parks, but there is a one-half acre tot-lot on the east side of Vine Street which is provided with play equipment. East Athens Elementary School offers a minimum of recreational facilities, and it is located adjacent to a vast area of vacant land. Dudley Park is across the Georgia Railroad tracks, in Neighborhood 3, and provides both active and passive recreational facilities on ten acres of land. However, the park is not up to standards for providing the variety of recreational opportunities needed in the area, and, in general, park land and facilities are inadequate in the neighborhood.

Fire protection coverage is adequate, but this neighborhood had a high incidence of fires in 1967. There are no hospitals or clinics in the area. Trash and garbage is collected twice weekly. The neighborhood contains the largest area of vacant land in the city, with the possible exception of Neighborhood 3.

The Neighborhood's sanitary condition is one of the worst in Athens. An area extending from the City limits to the westerly portion of the neighborhood near the Central Business District, comprising about 3/4 of the total land area of the neighborhood, is among one of the worst areas in the City in terms of the number of incidents of unapproved refuse storage, trash, abandoned autos and appliances, etc. A portion of this Neighborhood which connects with Neighborhood 1 lacks sewer service. This area is defined by the Seaboard Railroad tracks, Strickland Avenue, and Peter Street.

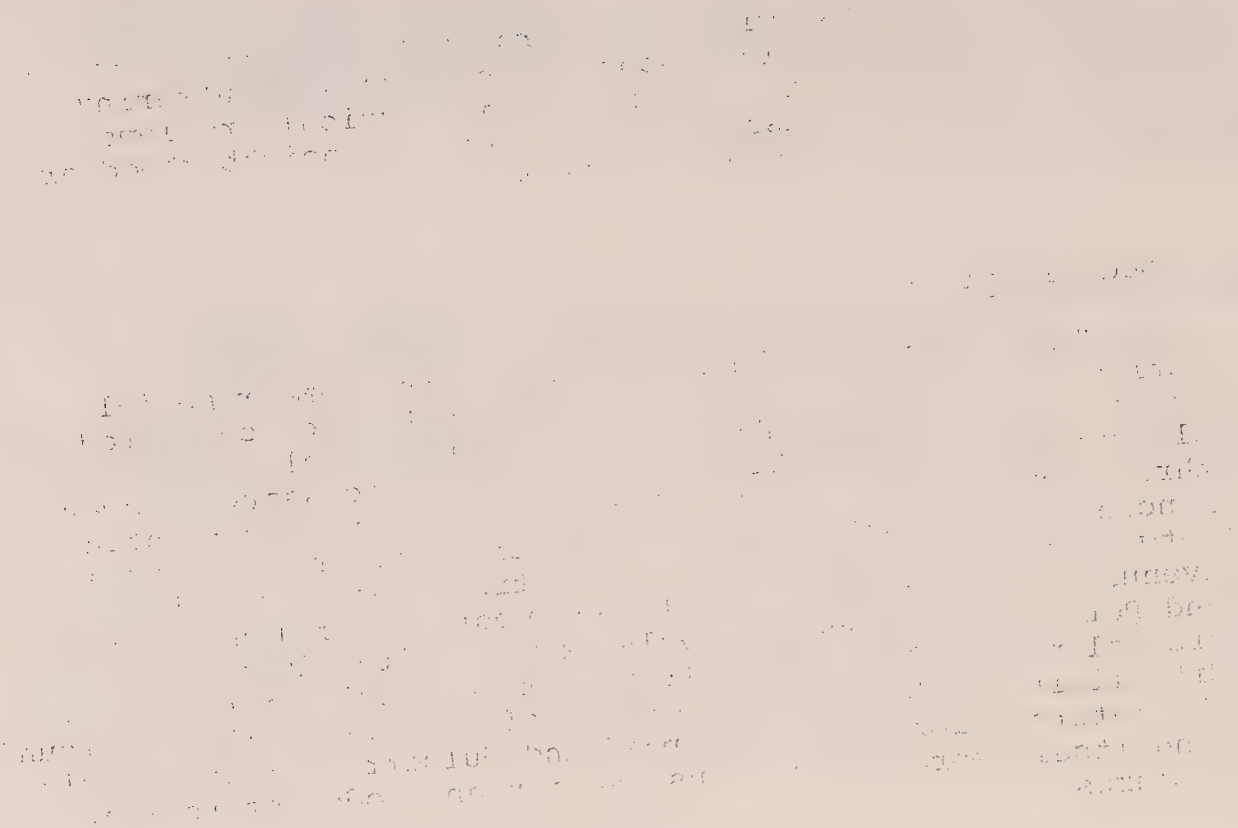
Traffic volumes are relatively low and there are no locations characterized by a significant number of traffic accidents.

Causes of Blight

As is the case with Neighborhood 1, this neighborhood is characterized by low-income negro families suffering from a vast array of social, economic and physical problems. Essentially, the causes of blight in this neighborhood are identical to those in Neighborhood 1.

Remedial Action

This neighborhood should receive the same remedial action as Neighborhood 1. Blight is not as concentrated as in the former neighborhood and a great deal of spot clearance and/or rehabilitation will be necessary. However, three cores of blight do exist to the point of warranting concentrated renewal or rehabilitation action: the area between the Oconee River, Fourth Street, and Strickland Avenue; the area to the north and west of Moreland Avenue and Peter Street, respectively, to the City limits; and the area along the Georgia Railroad between Ingle Street and the City limits. The central portion of the neighborhood, around the intersection of Arch, Broad and Mulberry streets, would lend itself more toward conservation and code enforcement measures.



NEIGHBORHOOD III

Delineation

Neighborhood three, bounded on the north by Broad Street, on the east by the Georgia Railroad, on the south by the City limits and on the west by the Central of Georgia Railroad, is in southeast Athens. Again, the railroad tracks are formidable barriers which serve to deliniate the neighborhood. Across the Central of Georgia tracks is the University of Georgia, to which this area is related, in part, by the presence of fraternity houses and trailers which house students.

Summary

	1960	1968 (est.)
Population:	1,047	2,256
Housing:	1960	1966
Total Units	312	413 (684 d.u.)
Sound	220	253
Deteriorating	64	109
Dilapidated	28	51

Population

This neighborhood does not present any serious blight problems, and, on most criteria, it approximates the city averages. However, several areas of the neighborhood are beginning to show signs of deterioration. It is a low-density neighborhood, characterized by a large tract of vacant land from Oconee Cemetery to the City limits. Most residences are located in the vicinity of heavily-traveled Lexington Road. Non-whites comprised 17.5 per cent of the population in 1960, well-below other neighborhoods. The percentage of persons below the age of eighteen was also slightly below average in 1960, but the age group of over 65 was slightly above the City average, giving a total value of 35.6 per cent

of the population in the dependent age brackets. In the future, this neighborhood can expect to become more oriented to serving the residential needs of college students.

Housing Conditions

Of the 312 housing units in 1960, 29.5 per cent was substandard. Of the 413 structures in 1968, 38.8 per cent were substandard. These figures reflect the declining position of this neighborhood, since almost all new construction consisted of student apartments. Most housing consists of single-family residences. However, a couple of large mobile home courts are located in the neighborhood. Group quarters accommodate 13.6 per cent of the population, consisting of fraternity houses located west of the Middle Oconee River. Although the number of housing units with three rooms or less was relatively high, 42.3 per cent of the total, overcrowding is not particularly pronounced - the value for occupied residences with 1.01 or more persons per room was 17.3 per cent in 1960.

In the western portion of the neighborhood, most homes are owner-occupied, but toward the east, renters predominate. Vacant units comprised 3 per cent of the total available housing in 1960. Most homes were valued below $7,500.

Conditions in Nonresidential Areas

The number of blocks with mixed uses is unusually high in this neighborhood, with one out of every two blocks having residential units along with some commercial or industrial activity. In particular, Oconee Street west of the river is a combination of residences, light industry, warehouses, and retail trade. Although there are no severe nuisance activities, aesthetic blight does result from this mixture. Some of the warehouses are vacant and in advanced stages of structural decay.

The remaining land use mixture is found along Oak Street and Oconee Street, east of the Oconee River. Service stations, restaurants, and used car sales characterize the types of activity. Off-street parking is provided, but the high frequency with which cars enter and leave the streets presents hazards to through-traffic.

One major retail center is located at the intersection of Oconee Street and Winterville Road, consisting of twelve establishments offering personal services, convenience goods,

and shopper goods. Off-street parking is provided with entrances from the two major arterial roads and one local street. However, the number of parking spaces is limited. Because of the patterns of traffic movement and the great number of ingress and egress facilities, entering and leaving the center during periods of heavy traffic can be difficult. Structural conditions of the buildings are essentially sound, except for a few of the older establishments which are of wood frame construction and brick fronts.

Again, in this neighborhood as in Neighborhoods I and II, only one bridge across the River gives access to the rest of the City. During peak-hour traffic, this condition produces extreme congestion.

Adequacy of Community Facilities

Oconee Street Elementary School, in the northern section of the neighborhood, serves the elementary school-age population, for the most part, although East Athens may accommodate some of the students. Oconee Street School is 60 years old. The junior and senior high schools are "bus distance" away.

Dudley Park, a 10 acre park, is the only recreational facility in the Neighborhood. Located adjacent to the Georgia Railroad tracks, it provides both active and passive recreation. Oconee Street School has a small site which offers some play equipment but very little open space.

There are no hospitals or fire stations in the area. The fire protection is adequate, and few fires have occurred during 1967.

Trash, abandoned autos, etc. is not a great problem in the neighborhood. The area between the Oconee River, the City limits, and Lexington Road contains the worst blocks of trash and debris.

Sewer and water facilities are provided in the neighborhood with the exception of several parcels on Grove Street Extension.

Traffic accidents have not been a serious problem at any intersection.

Causes of Blight

In general, there is no concentrated area of blight

in this neighborhood. The neighborhood is experiencing transition from a single-family residential area to a duplex and multi-family area. The demand for housing close to the University by students is making this area undesirable, to some extent, for single-family occupancy. Added to this condition is the problem of heavy traffic congestion and mixed land uses on Oconee Street. Most of the single-family property owners have lived in the neighborhood for a long period of time and have kept the neighborhood from becoming extensively blighted. Some of these owners have begun converting their units to duplexes, reflecting the changing character of the area.

Remedial Action

A strict codes enforcement program should be undertaken in the neighborhood to prevent it from becoming blighted until the transition to higher density living is completed. Also, rezonings in the area should be done carefully to avoid creating additional traffic and other undesirable living conditions. A paint up-fix up campaign should be undertaken along Oak and Oconee streets to make the area more desirable and to help maintain property values.

NEIGHBORHOOD IV

Delineation

Neighborhood Four, in the heart of North Athens, is bordered by the City limits, the North Oconee River, the Central Business District, Lumpkin Street, Barrow Street, Cleveland Avenue, Barber Street, the Seaboard Railroad tracks, Chase Street and Oneta Street. Again the River and the railroad tracks are strong neighborhood demarcations, and the Central Business District marks a noticeable change in land use. A significant portion of the neighborhood is devoted to industrial uses. It also contains part of the College Avenue Urban Renewal Area (UR-51).

Summary

	1960	1968 (est.)
Population:	1,432	1,429
Housing:	1960	1966
Total Units	476	386 (433 d.u.)
Sound	241	135
Deteriorating	197	100
Dilapidated	38	151

Population

The 1960 population of the neighborhood was 1,432, of which 48 per cent were non-white, and it has remained relatively stable at this population level. However, urban renewal has since removed approximately 400-500 persons from the southeastern portion of the area.

An excess of females over males and a relatively large number of persons under the age of eighteen characterize the population. For both white and non-white, the female/male ratio was above their respective averages for the city in

1960. In the eastern portion of the neighborhood, the non-white value was 1.48 to 1, and in the west it was 1.32 to 1. Thirty-five per cent of the residents were below the age of eighteen and 8.8 per cent were over 65. Both figures were over the city average.

Housing Conditions

The percentage of substandard housing in the neighborhood ranked third in the city in 1960 and, in 1966, the neighborhood ranked first. One out of every two units was substandard in 1960, and over 65 per cent was substandard in 1966. Likewise, the number of homes with three rooms or less was disproportionately large in 1960. Slightly over 43 per cent were in this size category. Overcrowding was also a problem with one out of four units having 1.01 or more persons per room.

Renter-occupancy was the dominant form of tenancy, especially in the eastern portion. Home values reflect the overall conditions of the neighborhood, the average value being below $7,500. Most homes are of the wood frame type. Mobile home courts and apartment complexes are, for the most part, absent.

Conditions in Nonresidential Areas

Approximately one out of every three blocks in this neighborhood has some form of mixed land use, and the figure would increase to 45 per cent if the urban renewal area were not included. Primarily, this mixture results from the combination of industry and residential uses instead of the usual retail and commercial activity. Only a few small grocery stores are located in the neighborhood, and most of these stores are in substandard condition. In general, the neighborhood is devoid of and relatively removed from shopping facilities.

The industrial plants are mainly concentrated in the northwestern section of the neighborhood. With few exceptions, most of the industrial buildings are structurally sound and all provide some form of off-street parking. However, certain nuisance characteristics are associated with these activities. Outdoor storage of both raw materials and finished products is a practice of several companies, a practice contributing to the neighborhood's visually unattractive appearance. Odor from the City's incinerator, along with that from several of the factories, is an additional detriment. The existance of

several trucking companies and a railroad crossing at grade level on Barber Street contribute to the noise and traffic problems in the area.

Two major streets carry traffic to the industrial area: Chase Street and Barber Street. These streets pass through residential sections of this and several other neighborhoods. Since the industrial area is one of the major traffic generators within the city and since the roads have only two lanes, a steady stream of automobiles pass through the neighborhood during peak traffic hours.

Adequacy of Community Facilities

This neighborhood is served by two elementary schools. North Athens school is located in the northwestern portion, surrounded by industry and railroad spurs. There are no residences nearby, and because of its extremely poor location, it is greatly under-utilized. The other school, College Avenue, is old and may be discontinued as a school in the near future. It is situated in the southern portion of the neighborhood and is one of the few remaining buildings in the College Avenue Urban Renewal Area. Its 1.5 acre site leaves little room for expansion and/or renovation. However, it may possibly house the School Board's administration offices in the future if another school can be built to replace it.

Two recreation facilities are located in the neighborhood. The Lyndon House, an ante-bellum home surrounded by playground apparata, provides an indoor club room, reading rooms, and game rooms. It has been used heavily by the community since the Recreation Department started there over thirty years ago. Riverside Park is located near the northern city limits along the River. Its six acres include facilities for softball, swimming and picnicking.

This neighborhood borders on the Central Business District to the south and is close to the Athens Regional Library and the Simon Michael Memorial Clinic.

A sewage treatment plant and the water works filter plant are located in the neighborhood to take advantage of the good river-side site. The central garbage station and city incinerator are also located in the area. Fortunately, fire protection is adequate, because the neighborhood experienced a number of fires during 1967.

The neighborhood ranks among the lowest in terms of sanitation and maintenance in the City. Except for a small section

near the City limits above the industrial area, the neighborhood contains many blocks with trash, unapproved refuse storage containers, abandoned autos, etc.

Sewer and water service is provided throughout the neighborhood. Although two major routes carry heavy traffic through residential sections to the industries, the neighborhood's traffic accident record is good.

Causes of Blight

Most of the blight in Neighborhood 4 derives from the undesirability of much of this area for residential usage. The area between Barber Street, Waterworks Drive, Southern Railway and the Seaboard Coastline Railway is almost completely surrounded by industry. Considering the present growth rate of the City, it is likely that demand for industrial land will increase in this area and re-enforce the character of some of this area along Barber Street and the Railroad tracks as industrial and not residential. Of course, many of the residences could have been maintained, regardless of the nuisance elements in the environment, had the property owners had the financial capacity and desire to undertake periodic maintenance and improvement projects. Many property owners along Athens Avenue, Augusta Avenue and this general vicinity have been making improvements to their properties, as a result of both the codes enforcement program and individual initiative.

Remedial Action

As was the case with Neighborhoods 1 and 2, the northerly residential portion of this neighborhood should be considered as an area in need of further study for rehabilitation and for spot clearance and should be included as a prime target area for programs undertaken by the Community Development Agency (Model City Program). The neighborhood should also be included in a clean-up campaign to remove abandoned automobiles, appliances and tires; trash; rubbish; and other visually unappealing debris. Gradually, zoning in this area should encourage industrial land usage in the northerly portion along the railroad tracks, but only in a manner not injurious to residential uses until these latter uses are either relocated or eliminated by the owners themselves.

NEIGHBORHOOD V

Delineation

Neighborhood Five shares its northern and eastern borders with Neighborhood Four. That is, the Seaboard Railroad, Barber Street, Barrow Street, Pulaski Street, Cleveland Avenue, and Lumpkin Street. The southern and western borders are Hancock and Chase streets, respectively. Only Lumpkin Street is a major traffic artery, but several of the others are important collector streets. This area is in North-Central Athens, and it borders to the southeast on the Central Business District.

Summary

	1960	1968 (est.)
Population:	2,723	2,423
Housing:	1960	1966
Total Units	967	631 (721 d.u.)
Sound	668	228
Deteriorating	191	321
Dilapidated	108	83

Population

This neighborhood has experienced a slight decrease in population since 1960 to an estimated 2,423 persons.

Population characteristics for this neighborhood vary somewhat from the norm. In 1960, the percentage of elderly persons in the population reached its highest value in the City in this neighborhood. Almost 14 per cent of the residents were over the age of 65. On the other hand, persons under the age of eighteen comprised a lower than average portion of the population. With the growth of the University since 1960, it is likely that the population composition has changed. However,

the neighborhood has not completely become a student housing area, and it will likely retain a number of its older residents for some time to come. Nearly 60 per cent of all housing units were rented in 1960, with the largest concentration being north of Prince Avenue. Home values displayed a similar pattern. In the southern portion, where home ownership was predominant, the average value ranged from $7,500 up to $15,000, while north of Prince Avenue values dropped below $7,500.

Non-white residents accounted for 22.1 per cent of the population in 1960, but the distribution was not uniform. In the eastern and western portions, the value approached 30 per cent, while in the central areas, it dropped below 10 per cent. The female/male ratio for non-whites was exceptionally high, indicating instability in the area, or a high amount of out-migration by the male population. The female/male ratio for both races was 1.42 to 1; in the eastern portion it was 1.55 to 1.

In the eastern margin of the neighborhood, urban renewal demolished 30 to 40 homes and removed approximately 150-200 persons.

No mobile home parks are located in the area, and, for the most part, the number of apartment complexes are minimal.

Housing Conditions

This neighborhood is one of the oldest developed residential areas in Athens. As a result, many of the residential structures are showing signs of deterioration, and, along Lyndon Avenue, a pocket of dilapidated residential units has developed. Also, areas along Barber Street, Hancock Street and Chase Street reflect blight, mainly "spill-over" from neighborhoods IV, VII, XI and XII. The percentage of substandard units in the neighborhood has increased from 30.9 in 1960 to 63.0 in 1966. This latter figure places the neighborhood second in the City in the percentage of residential units which are substandard. Most of these structures are deteriorating, not dilapidated.

Most of the dilapidated units are located along Barber Street adjacent to Neighborhood 4, As previously mentioned, another pocket has developed on Lyndon Avenue. Units throughout the southerly and easterly portions of the neighborhood show signs of deterioration, while those in the northwesterly portion are, for the most part, sound.

Home size varied in the area in 1960, with above average

figures for both large and small units. A large unit is defined as having eight rooms or more and a small unit as 3 rooms or less. Many large homes which previously housed a single family have been converted into boarding houses or have been divided into smaller apartment units. A few fraternity and sorority houses are also located in the Neighborhood, mainly along Prince Avenue. Even though such uses exist, overcrowding occurred in only 14.3 per cent of the total occupied housing units in 1960. This figure was slightly below the city value.

Conditions in Nonresidential Areas

The neighborhood is made up of 59 blocks, of which 41 per cent contain some form of mixed land use. To a large extent, the mixture is comprised of small convenience goods and services shops scattered randomly throughout the neighborhood. One relatively concentrated area of commercial development occurs along Prince Avenue, where professional services are the dominant form of commercial activity. Shopper goods stores are almost completely absent.

Along Prince Avenue, structural conditions and the provision of off-street parking vary somewhat. This variation can be attributed to the age of the buildings and the size of the platted lots. In the western section, all units are structurally sound and off-street parking is provided. On the other hand, toward the east, where the units are much older, most structures are in marginal condition and little off-street parking is provided because of the widening of Prince Avenue over the years. There is, however, no serious structural blight along Prince Avenue.

Within the neighborhood, two small industrial areas can be identified. One is located in the northwest corner and the other in the northeast. Both areas contain structually sound buildings, but some conditions found there are unattractive and deleterious to residential uses. Railroad spurs linking the plants and warehouses to a ground level, main-line track at the neighborhood's northern-most margin produces an undesirable point of congestion and a safety hazard. Outdoor storage on many of the industrial parcels adds to aesthetic blight in the neighborhood.

Four major routes, Chase Street, Barber Street, Prince Avenue, and Milledge Avenue, sufficiently serve the neighborhood. However, traffic counts on these streets are very high at times, and congestion is evident in several residential areas. Along Prince Avenue between Milledge and Chase, the traffic

count is the highest in the City, exceeding 19,000 automobiles per day. The commercial transformation of this avenue, however, has displaced many of the residences that otherwise would have been affected.

Adequacy of Community Facilities

This neighborhood does not contain any parks or schools, except for the Catholic elementary school which serves the entire city. The elementary school population is served by Chase Street, West Broad, and College Avenue schools. The southwestern portion of the neighborhood is within walking distance of the City's high schools.

The only park facility easily available to neighborhood residents is a one-half acre tot-lot known as Reese Street Park in Neighborhood VII. Because of its small size, it can not adequately serve the residents of this neighborhood.

The neighborhood contains only 3 unpaved streets, one of which is the extension of Lumpkin Street which serves as the neighborhood boundary. ACTION, Inc. has an office on Milledge Avenue. The City-County Public Health Department on Hill Street, the School Administration building on Pope Street, and Fire Station #2 are located within two-blocks of each other in the neighborhood.

Fire coverage is very good, but the area had a relatively high incidence of fires in 1967. Sanitation and maintenance is above the City average in this neighborhood. The worst sanitary conditons (trash, abandoned autos, etc.) appear on scattered blocks throughout the neighborhood, not in concentrated areas.

Water and sewer service is provided to all parts of the neighborhood, and trash and garbage is collected on a twice-weekly basis.

Although the highest traffic count in Athens occurs in this neighborhood along Prince Avenue between Milledge Avenue and Chase Street and although there are four major routes passing through the neighborhood, there is no serious traffic accident record at any particular intersection.

Causes of Blight

Causes of blight in Neighborhood V can be attributed

to the age of residential structures, the lack of adequate maintenance and repair by low-income property owners, the encroachment of deleterious commercial uses, heavy traffic and the lack of adequate parks and recreational facilities to serve residential areas. As previously indicated, this neighborhood is one of the oldest in Athens and is presently undergoing transition from a single-family residential area to duplex and multi-family usages. This transition, however, has only begun and conditions could worsen if adequate preventive measures are not undertaken.

Remedial Action

The blighted areas along Barber, Hancock and Chase streets represent spill-over from adjacent neighborhoods and should be eliminated in accordance with proposed actions in those neighborhoods. The pocket of blight on Lyndon Avenue is relatively small but should be included as a renewal or rehabilitation area under NDP.

The remainder of the neighborhood is in a state of general deterioration and should be included in a strict codes enforcement program. Many of these units could be upgraded to sound condition through an intensive "clean up-fix up-paint up" campaign. Once programs have been initiated in the neighborhood, the City should select and acquire sites for several neighborhood parks or playgrounds. Such a demonstration by the City may encourage property owners to make the needed repairs to their homes.

NEIGHBORHOOD VI

Delineation

Neighborhood Six is that part of South-Central Athens which is completely University owned. It is bounded on the North by the Central Business District (Broad Street), on the east by East Campus Road, on the south by College Station Road, and on the west by Lumpkin Street, Carlton Street, and Agricultural Drive. These roads are heavily traveled and set off this portion of University property as an entity in itself.

Summary

	1960	1968 (est.)
Population:	3,432	3,713
Housing:	1960	1966
Total Units	394	284 (321 d.u.)
Sound	334	254
Deteriorating	35	30
Dilapidated	25	0

Population

The impact of the university is reflected in the data for both the elderly and for those below the age of eighteen - both are well-below the City's average. The combined total for both categories only comprise 13.5 per cent of the population, the lowest in the City. Non-whites account for only 1.3 per cent of the neighborhood residents.

The density of popualtion in this neighborhood is the second highest in the City, 13.8 persons per gross acre.

Housing Conditions

Conditions in this neighborhood are somewhat more

distorted than in other neighborhoods because of the University. Two out of the three enumeration districts comprising this neighborhood contain only university property while the third includes only one-half of university property. Therefore, the data will primarily reflect dormitory residents or married students in universtiy housing.

Because of the above situation, certain problems encountered in other neighborhoods do not exist here. Substandard housing is one-half the city average and the amount that does exists is in the northern portion, off university property. However, the area had the largest proportion of small homes in 1960, with 48.2 per cent having 3 rooms or less. Three-fourths of these units are concentrated in the northern section. On the other hand, nearly two-thirds of the overcrowded units were in the southerly portion on university property.

The vacancy rate in 1960 was a high 4.9 per cent but, considering the present high demand for housing, has dropped considerably since that time.

Conditions in Nonresidential Areas

The neighborhood is almost entirely made up of residential and institutional uses, with most residential usage being student housing. Although the housing areas are located near other university buildings, they are generally well-removed from the major centers of activity and, hence, a miminal amount of disruption occurs.

One major effect of the university on the surrounding neighborhoods is that of traffic generation. Along Lumpkin Street adjacent to the school, traffic counts exceed 19,000, and throughout most of the day, particularly at class changes near the hour, extreme congestion occurs. Recent improvements on East Campus Road have,however, reduced the amount of traffic having to use Lumpkin Street.

Adequacy of Community Facilities

Except for streets, this neighborhood does not require the community facilities typical of other neighborhood.

There are no locally supported schools, parks, hospitals, or fire stations in the neighborhood. Elementary school children in married student housing attend Barrow School,

which is within a reasonable distance of most residences. The most abundant collection of recreation facilities in Athens is found at the University and serves all University-connected city residents.

Fire protection is good. but a fair number of fires have occurred over the past year.

This neighborhood is well-maintained for the most part. Most blocks are free of trash, debris,abandoned autos, appliances and tires, etc.

The University is, of course, a large traffic generator and produces congestion and traffic accidents. Intersections at which the most accidents have been recorded are: Lumpkin Street at the Baxter Street and Sanford Road intersection, Lumpkin and Baldwin Streets, and Lumpkin and Cedar Streets.

Causes of Blight

This area is fortunate in being relatively free of blight. In fact, the percentage of substandard units dropped from 15.2 in 1960 to 10.6 in 1966, most of these units being classified as deteriorating, not dilapidated. It is likely to continue in this downward trend as it is almost all University property, which is well-maintained. The one potentially blighting influence evident in the neighborhood is heavy traffic and the resultant street congestion, which will continue to be a problem as long as the University students have to rely on automobiles to get to classes.

Remedial Action

The major blighting influence which could be corrected is the extreme traffic conditions on several arteries on the campus. Solution to this problem will hopefully evolve from the Urban Transportation Study to be conducted by the City and County during the next 3 years. Also, the Campus plan embodies several proposals which should eliminate many of the traffic problems. Other than strict enforcement of City codes in non-university areas of the neighborhood, no other programs appear to be needed at the present time.

NEIGHBORHOOD VII

Delineation

Neighborhood VII is bounded on the north by Hancock Avenue; on the east by Newton Street, Broad Street, Lumpkin Street, Wray Street, Hull Street, Waddell Street and Newton Street; on the south by Baxter Street, Milledge Avenue, and Waddell Street; and on the west by Rockspring Street. The neighborhood is strangely defined by these traffic arteries, the University and the CBD.

Summary

	1960	1968 (est.)
Population:	3,110	3,201
Housing:	1960	1966
Total Units	930	452 (875 d.u.)
Sound	591	175
Deteriorating	166	170
Dilapidated	173	107

Population

This neighborhood has remained relatively stable in terms of population, increasing an estimated 91 persons. The non-white population comprised 36.2 per cent of the neighborhood population in 1960, higher than the city value. The distribution, however, was far from uniform. The percentage in the eastern section was 2.2 per cent but toward the west, the value exceeded 50 per cent. For the neighborhood as a whole, the other population characteristics approximated the city averages. When viewing portions of the area, however, certain enclaves deviate from the norm. To the west, there was a large concentration of residents over the age of 65 in 1960, while the central portion had an above average percentage under the age of eighteen.

This neighborhood had the highest population density of any neighborhood in the City, with an average of 14.8 persons per gross acre.

Housing Conditions

Neighborhood 7 is an area characterized by a heavy mixture of land use activities. Located along Milledge Avenue, for example, are large, historic homes, many of which are now occupied by fraternities and sororities. Scattered among these homes are several residences in deteriorating or dilapidated condition. In addition, new apartment units have been constructed in a scattered fashion throughout the neighborhood and many institutional uses have infiltrated the area. Public housing in the eastern section further contributes to the heterogeneity.

Substandard housing accounted for 36.5 per cent of the total units in 1960, and 61.3 per cent in 1968. The largest concentrations of blight occur in the northeasterly and westerly sections of the neighborhood. A similar pattern is observed for overcrowding, although generally the area is not above the city average. In general, housing units are small, with 41.7 per cent of the units in 1960 having three rooms or less. Housing values averaged below $7,500 in the northerly portion of the neighborhood and up to $15,000 in the southerly portion. Throughout the entire neighborhood, renter occupancy is predominant. The vacancy rate in 1960 was the highest in the city, 5.2 per cent, although the rate has probably dropped considerably since that time because of housing demand.

Conditions in Nonresidential Areas

Of the 48 blocks in the neighborhood, 58 per cent contain some form of mixed land usage. This figure is the highest of all neighborhoods in the city. Much of the mixture is due to the disconnected, ribbon commercial development that has occurred along Broad and Baxter Streets. On these streets, the activity ranges from shopper goods and other retail activity to trucking and wholesaling establishments.

A definite pattern in the condition of nonresidential structures is discernable. Along the western section of Broad Street in the neighborhood, most units are in substandard condition. These buildings contain primarily convenience goods outlets serving the immediate area, with few of these establishments providing adequate off-street parking. East

Broad Street, on the other hand, has a variety of activities serving a larger market area. Most buildings are structurally sound, or at worst marginal, and most of these uses provide some off-street parking. The entire street, however, epitomizes ribbon commercial development in Athens, with numerous signs and general unattractiveness. The nonresidential buildings along Baxter Street are all structurally sound and provide reasonably adequate off-street parking. There is one planned shopping center on Baxter Street with a combination of personal services, shopper goods, and convenience goods available (Alps Road Center).

Both traffic congestion and traffic hazards are severe along Broad and Baxter Streets. Traffic counts for these streets exceed 10,000 vehicles per day and, in some sections, 15,000 vehicles. The high volume of traffic combined with the numerous ingress and egress facilities of the commercial establishments has led to a relatively high number of automobile accidents. Certain intersections along Broad Street west of the CBD, rank highest in the city in the number of traffic accidents.

Adequacy of Community Facilities

The school population of the neighborhood is served by West Broad and Barrow Elementary Schools, since there is no school within the neighborhood. Both schools are operating at near capacity and their sites are grossly inadequate. The junior and senior high schools are located within acceptable distances of most residents.

The amount of park acreage in the neighborhood is inadequate to serve the recreational needs of the neighborhood, but there is an effort to use intensively what little open space is provided. Reese Street Park offers one-half an acre of recreational space with only a marginal amount of play equipment. Parkview Homes, a public housing project in the eastern portion of the neighborhood, has a supervised playground at the Parkview Center. The Center is used by both adults and children. A great deal more park acreage is needed, however, and more play apparata is needed for small children.

The Athens Housing Authority has its office in this neighborhood. Because the neighborhood borders on the Central Business District to the east, some of the residents are within a reasonable distance of the regional library and of the Public Health Center, which is one block from the neighborhood boundary to the north.

Fire Station #2 is located three blocks north of the neighborhood and, therefore, fire protection is very good. However, the incidence of fires is above average for the city.

A large number of blocks in the westerly portion of the neighborhood contain trash, unstacked lumber, abandoned autos and appliances, unstacked lumber, unapproved refuse storage containers, etc.

All streets in the neighborhood are paved, and sewer and water service is provided to all sections. This area has the worst traffic accident record in the city. The numerous ingress and egress facilities of commercial establishments on Broad and Baxter Streets, combined with high traffic volumes, are responsible for the high incidence of traffic accidents. The intersections of Broad and Pulaski Streets, Broad and Newton Streets, and Broad and Rocksoring Streets lead the City in number of accidents.

Causes of Blight

This neighborhood is undergoing transformation from a single-family residential area to a multi-family residential area, much the same as the southerly portion of Neighborhood 5. This transformation, in addition to drastically increased traffic volumes on streets through the neighborhood and scattered commercial development in residential blocks, are forcing single-family residential property owners to either convert their residences to higher-density uses or to sell them for single-family use or some other use. However, conditions are not conducive to investment in improvements of single-family homes.

Typically, as is the case in this neighborhood, lack of maintenance and declining single-family property values attract lower income families who do not have the financial ability to maintain their structures. As a result, deterioration is perpetuated and blight becomes manifest.

In addition to the above causes, some of the structures are old and renovation can not be justified in light of changing conditions. Most of the structures in the area were adequately constructed originally, with possible exceptions in the westerly and northeasterly portions of the neighborhood.

Remedial Action

Most of this neighborhood falls within the Model City

Area, and those portions delineated as blighted should be included in programs of renewal, conservation and overall socio-economic rehabilitation, as recommended for Neighborhoods I and II. Until these programs are initiated, city codes should be strictly enforced to prevent further atrophy during the period of transformation.

NEIGHBORHOOD VIII

Delineation

Neighborhood Eight in south-central Athens is largely University-oriented in its eastern half, containing fraternity and sorority houses and some educational buildings. Its borders, beginning to the north, are Baxter Street, Newton Street, and Waddell Street; to the east, Lumpkin Street, Carlton Street, Agricultural Drive and the Central of Georgia Railroad tracks (City Limits); to the south, Gran Ellen Drive, Milledge Terrace, and West Lake Drive; and to the west, Fortson Drive, Meadowbrood Road, Bobbin Mill Road, Rockspring Street, and Baxter Street. The major traffic arteries of Lumpkin Street, Baxter Street, and West Lake Drive define the area.

Summary

	1960	1968 (est.)
Population:	6,690	11,745
Housing:	1960	1966
Total Units	2089	1681 (1,975 d.u.)
Sound	1922	1609
Deteriorating	103	72
Dilapidated	64	0

Population

As indicated in the summary above, the population of this neighborhood has increased significantly since 1960. This increase is largely due to the expansion of student enrollment of the University. This increase in population has produced a population density of 12.2 persons per gross acre, third highest in the City.

The age structure of residents in the neighborhood

indicates that a relatively large number of single students or young married couples reside here. Other than Neighborhood VI, which is essentially the University of Georgia, this area has the lowest percentage of persons under the age of eighteen, slightly less than 25 per cent. The distribution of this age group, however, is not uniform. Values in the northern portion of the neighborhood, adjacent to the university, are lower, while in the more southerly area they exceed 30 per cent. For the elderly, the neighborhood's value of 9.5 per cent is above the city average. The distribution pattern is roughly similar to that of the under eighteen group, except that the major concentration appears toward the west.

Housing Conditions

In terms of housing conditions, this neighborhood is one of the most problem-free of any in the city. The area has the least percentage of substandard units in the city, with only 8.0 per cent of the houses deteriorating or dilapidated in 1960, and only 4.9 per cent in 1966. Overcrowding is also lowest in this area, with only 3 per cent of the occupied units having 1.01 or more persons per room in 1960. The number of large homes (8 rooms or more) almost equals the number of small homes (3 rooms or less), the values being 14.0 per cent and 15.3 per cent, respectively, in 1960.

Renter occupancy throughout most of the neighborhood ranged up to 40 per cent of the occupied dwellings in 1960, and a few pockets in the northern portion had rates exceeding 50 per cent. Home values displayed some variation, but in general, they were about average for the city. In the north and southeast portions, the range was from $7500 to $15,000, while in the central and southwestern sections, the values climbed to $22,500.

Of the 167 substandard units in 1960, 39.5 per cent were occupied by non-whites. An even greater percentage, 73.4 per cent, of the dilapidated units were occupied by non-whites. This appears quite high when one considers that non-whites comprise only 4.6 per cent of the neighborhood's population. Housing vacancies are slightly above the city mean of 2.5 per cent, and most of this vacancy is concentrated in the northwesterly portion of the area. Since 1960, the vacancy rate has undoubtedly lowered. The south and southwestern sections had shortages of units available for rent in 1960, with less than 1 per cent of the units vacant.

Conditions in Nonresidential Areas

The neighborhood contains 126 blocks, of which a relatively low 17.5 per cent have mixed land uses. Much of the mixture is due to the location of small commercial facilities located along Baxter and Lumpkin Streets, which are oriented toward serving the student population. All of these uses provide off-street parking, although in some cases, the amount is insufficient. Most buildings are of relatively recent construction and in standard structural condition.

One major shopping center is located in the neighborhood, centering around the intersection known as "Five Points" (Lumpkin Street, Milledge Avenue, and Milledge Circle). There are twenty-six establishments in the center offering a variety of services and convenience goods. The buildings are structurally sound, but parking space is a major problem for some stores. One section provides perpendicular parking requiring patrons to back into Lumpkin Street, creating an extremely hazardous condition.

There are three major arterial routes in the neighborhood: Baxter Street, Lumpkin Street, and Milledge Avenue. Due to the presence of fraternity houses, dormitories, the university, and the Five Points shopping area in the neighborhood, these streets must carry large volumes of traffic, and the frequency of automobile accidents is, therefore, high. Conditions at the "Five Points" intersection are especially hazardous. The position of the traffic control lights are such that a driver in position to make a left turn from certain streets into another is not able to see the light.

There is no industry of any type located in the neighborhood.

Adequacy of Community Facilities

This neighborhood has one elementary school, Barrow School, located almost in its center. Although the school was somewhat overcrowded in 1967-68, the projected enrollment for 1968-69 should be at or near capacity. The western portion of the area is within a convenient distance to the junior and senior high schools.

While there are no city recreation facilities within the neighborhood except for the play equipment on the 5 acre Barrow School site, Memorial Park is located just outside the southern boundary of the area. The 56 acre park is the major park in Athens and offers a zoo, teen center, picnic facilities, play equipment, small play fields and a lake.

In addition, this area borders the University to the east, and the many University-connected residents may use recreational facilities there.

Fire Station #3 is located in the neighborhood, and coverage is good. However, the highest incidence of fires in Athens last year occurred in this neighborhood.

Sanitary conditions in this neighborhood are above average, with few blocks containing trash and other debris. The best conditions are found in the western section, and only a few blocks scattered throughout the area are somewhat poorly maintained.

The entire neighborhood has sewerage and water service.

The traffic accident record in this neighborhood is the second worst in the City. Because of the three major arterials passing through the area, this fact is less than surprising. The many fraternity houses, dormitories, University buildings and a major shopping center generate large volumes of traffic. The "Five Points" intersection is dangerous and has been the scene of several accidents. Mishaps occur frequently all along Lumpkin Street. Another frequent accident site has been at the eastern end of Hall Street.

Causes of Blight

As stated previously, this neighborhood is relatively free of blight and few areas, if any, show signs of becoming deteriorated. Its closeness to the University and its accessibility to shopping areas, downtown, schools and a major park area re-enforce this neighborhood as one of Athens' most popular residential areas.

Remedial Action

With the present rate of growth of the community, this neighborhood may become overburdened with traffic and demands for commercial usage. City codes should be strictly enforced in the neighborhood, and zoning changes should be granted only after careful study. The present structure of the neighborhood with regard to the location of commercial and residential uses should be maintained. Traffic presently using local streets should be diverted to collector and arterial streets, through new road construction and existing road and signalization improvements.

NEIGHBORHOOD IX

Delineation

Neighborhood Nine, characterized by low-density residential development and stretches of undeveloped land, is in the southern tip of Athens. It is bounded on the north by West Lake Drive, Milledge Terrace and an arc to Gran Ellen Drive, rear property lines on Gran Ellen Drive to Milledge Avenue, and a straight line to the City limits; on the east by the Central of Georgia Railroad tracks (City Limits) on the south by the Middle Oconee River (City Limits) and on the west by Lumpkin Street and Princeton Drive. These boundaries are strong topographic (the river) and functional, man-made barriers (the railroad tracks and major traffic arteries).

Summary (1960 data are unavailable - area was not canvassed)

	1968 (est.)	
Population:	1,317	
Housing:	1966	
Total Units	306	(399 d.u.)
Sound	264	
Deteriorating	23	
Dilapidated	19	

Population

This neighborhood is characterized by scattered residential development of varying densities. In 1960, much of the land was vacant, but since that time, several apartment complexes have developed as well as several single-family residential subdivisions. Its population in 1960 is estimated to have been approximately 900 persons. Most of the residents of the neighborhood are white, and the few non-white families are located in the westerly and easterly portions of the neighborhood.

Housing Conditions

In 1966, only 13.8 per cent of the residential structures in this neighborhood were substandard. Of the total number of structures, 7.5 per cent were deteriorating and 6.3 per cent were dilapidated. Most of the dilapidated structures are located in the non-white areas in the easterly and westerly portions of the neighborhood.

Conditions in Nonresidential Areas

Mixed land uses occur in one block out of every four in the neighborhood and are the result of strip commercial development along Milledge Avenue and the Macon Highway. However, most of the area is relatively undeveloped, so no major concentration of population lives near the commercial strips. The numerous ingress and egress points along these routes are hazardous, but congestion is not a major problem. Being peripheral in location, the area is well-removed from the heavy traffic zones. Commercial development is essentially highway oriented, consisting of motels, restaurants, and gas stations. All commercial buildings are in standard structural condition and provide adequate off-street parking. A few retail stores are located in residential areas but are not of the type to satisfy the needs of the residents for all convenience goods.

No industry exists in the area, however one vacant factory still remains.

Adequacy of Community Facilities

Barrow Elementary School serves the school-age population of the neighborhood, since it has no school within its boundaries.

The only community facility in the area in good supply is open space and recreation. Memorial Park, comprising 56 acres of open space is located in the northern section. Park facilities available include picnic areas, nature trails, playfields and equipment, a zoo, a lake and a craft and teen center. An 18.5 acre addition to the park will be made in the near future.

This neighborhood is relatively far from both hospitals and fire stations. Nevertheless, it had the lowest incidence of fires in the city during 1967.

All developed areas of the neighborhood are sewered, and trunk lines are available for existing undeveloped lands. Water lines are also provided throughout the neighborhood.

The neighborhood contains 3 unpaved streets, but, with the exception of Milledge Avenue Extension, they do not provide frontage to a large number of residences.

Sanitation and maintenance in this area are average for the City. The worst conditions are found along the eastern City limits and at the southern tip.

This neighborhood has the best traffic accident record in Athens. In fact, no accidents occurred there in a sample taken in 1967. This situation can be explained by the fact that the area is relatively undeveloped except for highway-oriented commercial development along Milledge Avenue and the Macon Highway.

Causes of Blight

The small amount of blight in this neighborhood does not appear to have as much relationship to conditions in the neighborhood as it does to more cosmic factors such as the socio-economic factors discussed under this section of Neighborhood 1. Certainly, the unpaved condition of Milledge Avenue Extension and scattered trash, debris, etc. tend to encourage deterioration, or at least discourage maintenance and rehabilitation. However, the basic cause of blight in this neighborhood transcends the visual appearance of the blighted areas, the small lack of paved streets, etc., and relates more to the social and economic status of the residents in these areas.

Remedial Action

Since the blighted areas are of such small magnitude in terms of both the number of substandard units and their relative dispersion, renewal of these areas would be infeasible. Many of the structures could be brought to sound standards through a strong code enforcement program. Those structures which can not be improved could feasibly be demolished over a period of time through the code enforcement program in conjunction with housing programs to provide dwelling units for relocation purposes.

NEIGHBORHOOD X

Delineation

The northwest corner of the City boundaries prior to 1963 contains Neighborhood Ten. Its northern boundary is the present City limits. Prince Avenue, Chase Street, Oneta Street and a small poriton of Barber Street form the remaining boundaries. The Seaboard Railroad tracks bisect the area, creating a neighborhood whose northern half is industrial and whose southern half is residential. The section near Prince Avenue is part of the Normal Town Shopping Area.

Summary

	1960	1968 (est.)
Population:	1,610	1,555
Housing:	1960	1966
Total Units	539	449 (462 d.u.)
Sound	293	294
Deteriorating	206	137
Dilapidated	40	18

Population

The population of this neighborhood has decreased only slightly, an estimated 55 persons. The age structure of the neighborhood reflected an average number of persons under the age of eighteen in 1960, 30.3 per cent, and a higher than average number of elderly persons. A value of 9.0 per cent of the population over the age of 65 ranked this neighborhood third highest in the city for this age group. For the whole neighborhood, the female/male ratio was slightly above average in 1960. However, the southern portion alone displayed a relatively high value, the ratio being 1.14 females per male. Non-whites comprised only 8.3 per cent of the residents of the area, and a great majority of this group lived in sub-standard housing. Of all residential structures in substandard conditions, non-whites occupied 13 per cent in 1960.

Housing Conditions

In terms of housing conditions, portions of the neighborhood either approximate or are below the city average. Essentially, the area is one of single family residences, with no major group quarters, apartment complexes, or mobile home courts.

Of all housing units in 1960, 45.6 per cent were classified as deteriorating or dilapidated, with the majority being in the deteriorating stage. In 1966, 30.7 per cent of the residential structures were deteriorating and 3.9 per cent were dilapidated. The houses themselves are predominantly small. Of the 539 residences in 1960, 31.4 per cent had three rooms or less, while only 4.5 per cent contained more than eight rooms. Although the units are small, overcrowding is not prevalent. Only 11.9 per cent structures had more than one person per room, which is below the city average.

Overall, the vacancy rate in the neighborhood was above the city mean of 2.5 per cent in 1960, but the available units are not evenly distributed within the area. The southern portion had a vacancy rate of 6.8 per cent, while in the north, no units were vacant. Renter occupancy exceeded 40 per cent of all units along the southern margins and gradually decreased to the north, where the rate was under 20 per cent. Home values in most of the neighborhood were below $7,500, except for two small areas in the southeast and southwest where values ranged up to $15,000.

Conditions in Nonresidential Areas

The large number of blocks with mixed land uses in this neighborhood ranks it second highest in the city for this category. Approximately one in every two blocks has some form of commercial or industrial activity in combination with residential activities. Many small grocery stores or other small shops are distributed throughout the neighborhood, but the largest concentration is along Prince Avenue and at the major retail center known as Normal Town. In these areas, there are a wide variety of goods and services available for the neighborhood residents at thirty-two establishments. Structurally, most buildings are sound or at least marginal, except for a couple which are substandard.

A shortage of off-street parking facilities at Normal Town is a problem, and the practice of angle parking at the curb creates extremely hazardous traffic conditions. Prince Avenue, a four-lane arterial with parking on both sides, has a very high traffic volume, and drivers must back into

the traffic lanes from curb parking spaces. The recent construction of new stores with off-street parking facilities in the center will alleviate some of the problem.

North of the Seaboard Railroad, which bisects the neighborhood, is an industrial area comprised of light manufacturing and trucking companies. With the exception of a few houses in this industrial area, all residential units are in the southern one-half of the neighborhood. Consequently, the industry has no direct effect on residences. However, traffic moving to and from the area passes through residential sections on narrow, two-lane roads. This traffic is composed of both automobiles and trucks because of the direct access to the North By-Pass through the industrial area.

Although the industrial area is visually unattractive, all buildings are structurally sound and sufficient off-street parking space is provided.

Adequacy of Community Facilities

The Chase Street School, within the neighborhood, and North Athens Elementary School, outside the northeastern border, serve the residents of this neighborhood. Their recreational facilities comprise two softball fields and a minimum of play equipment at the undersized Chase School site, A half-acre tot-lot with playground apparata on the west side of Boulevard and Satula Streets is the only public playground in the neighborhood, except at the schools. North Athens Elementary is located in the industrial area and is the worst school location of any in Athens.

Fire protection is adequate, but the neighborhood had a large number of fires during 1967.

Some city-wide governmental services are also located in the neighborhood. Among them are the City Shops and Stockade.

The neighborhood has adequate sewerage and water facilities and garbage is picked up twice weekly. Practically all streets in the area are paved, although many have dead-ends and hamper adequate traffic circulation.

The neighborhood has a large number of properties with unapproved refuse storage containers, trash, debris, etc. The northern half, comprised predominantly of industrial uses, has especially poor conditions. Scattered blocks in the residential area to the south also exhibit poorly maintained lots.

Although no particular intersection causes a disproportionate number of major traffic accidents, mishaps occur frequently along Prince Avenue near the southern boundary of the area. As a result, the number of accidents for this neighborhood is higher than the city average.

Causes of Blight

Much of this neighborhood is old, especially in the vicinity of Normal Town, and many of the structures have not received proper maintenance during recent years.

The second highest proportion of mixed land usage in the City is found in this neighborhood. Heavy traffic going to the industrial area in the north through residential sections on narrow two-lane roads adds to the many environmental deficiencies in the area. Some residences in Normal Town are in marginal condition due to their old age and the fact that building requirements at the time of their construction were inadequate for today's needs. The shortage of off-street parking at the Normal Town shopping area causes problems of congestion, inconvenience, and aesthetics. On the whole, the area is unattractive, but the structures are basically sound. Schools, parks and open spaces in this neighborhood are inadequate in all respects and seriously detract from the desirability of the neighborhood's residential qualities.

Remedial Action

As stated, this neighborhood is showing signs of deterioation due to age of structures, inadequate maintenance, traffic congestion, mixed land usage, and inadequate community facilities (schools and parks, particularly). To eliminate these conditions and prevent further deterioration, the following actions should be undertaken:

1.) strict codes enforcement to upgrade substandard structures and to preserve existing sound structures;

2.) initiate a clean-up/fix-up campaign to remove trash and debris from residential and industrial properties.

3.) prevent further mixing of land uses and provide for transition to higher density residential growth through application of sound zoning principles;

4.) encourage through-traffic to use arterial streets

and not local residential streets, through improvement of traffic flow on arterials.

5.) acquire better school locations with larger sites to accommodate more recreational facilities.

6.) acquire approximately 5 to 10 acres of neighborhood park land.

NEIGHBORHOOD XI

Delineation

Neighborhood Eleven is that area in west-central Athens bordered by Prince Avenue on the north, Chase Street on the east, Old Broad, Broad, and Hancock Streets on the South and the City limits prior to 1963 on the west. The northern and southern boundaries are strong delineations since they are major arterial routes. Chase Street, though a collector street in this area, becomes a major arterial north of Prince Avenue. The western boundary was a legally designated boundary until recently, and for data purposes serves to define the neighborhood. Within the northern section is part of the Normal Town shopping area. The northwest corner contains the United States Naval Supply Corps School, which is an entity in itself. Many of its students and staff, however, shop and reside in the neighborhood.

Summary

	1960	1968 (est.)
Population:	3,795	4,124
Housing:	1960	1966
Total Units	1066	1085 (1,240 d.u.)
Sound	906	817
Deteriorating	101	217
Dilapidated	59	51

Population

The population of this neighborhood increased by approximately 330 persons between 1960 and 1966. Only 16 per cent of the residents were non-white in 1960. Females were in the majority throughout most of the area. This situation is particularly pronounced in the eastern portion, where the ratio of females to males approaches 1.2 to 1. A small section along the western margins, however, displays

the opposite extreme.

Housing Conditions

In general, there are no major problems related to housing in this neighborhood. Of the 1066 units in 1960, only 15 per cent were classified as substandard, and approximately two-thirds of these structures were in the deteriorating stages. In 1966, 20 per cent were deteriorating and 4.7 per cent dilapidated. Most of the substandard units are concentrated in two enclaves, one in the western margin of the neighborhood and one in the southeast corner. Only 4 per cent of the unsound dwellings were occupied by non-whites in 1960.

The whole neighborhood is essentially comprised of medium size, single-family, detached dwellings. In 1960, only 12.4 per cent of all units had three rooms or less, which is less than one-half the city average, and 5.5 per cent had eight rooms or more. There are no large mobile home courts in the area and only one large apartment complex is in the neighborhood, located near the U.S. Naval Supply School. This apartment complex primarily serves as off-base housing for married officers at the naval school. Of all the occupied units, only 8.2 per cent were overcrowded in 1960, ranking the neighborhood third lowest in the city.

Home values in the neighborhood fell between $7,500 to $15,000 in 1960, except for two small areas: in the southeast and northwest, the values were below $7,500. These two areas also had the highest renter occupancy rate, over 40 per cent. The remaining portions of the neighborhood had a rental rate of between 20 and 40 per cent. The available vacancies comprised a low 1.1 per cent of the total units in 1960, and the number available for rent was an ever lower 0.8 per cent.

Conditions in Nonresidential Areas

Most of the blocks with mixed land uses are located along Prince Avenue and Broad Street, both of which border the neighborhood. A few small stores are scattered through the neighborhood and serve their immediate locale. Of the 66 blocks which comprise the neighborhood, 21.2 per cent have mixed uses.

One large industrial establishment is located in the area. Although the building is structurally sound and the operation is not a nuisance in character, the location is

exceptionally poor. Single-family residences surround the building on all four sides, and traffic to or from the plant must move along narrow, neighborhood streets.

This neighborhood shares the Normal Town shopping center with Neighborhood 10, so the same problems of traffic and parking are evident. The majority of blocks classified as non-residential include the site of the U.S. Navy Supply School, which is in close proximity to the shopping center. Since classes are released prior to the rush hour, no serious traffic problems are generated by the school.

Adequacy of Community Facilities

This neighborhood has no schools within its boundaries. However, directly to the south are the two senior high schools and West Broad Elementary School. To the north is Chase Elementary which, together with West Broad, serve the elementary school population of the neighborhood. In addition, a new school is being built to the west of the neighborhood on Oglethorpe Avenue, and it may serve some of the overflow, school-age population, The high schools are readily accessible from this neighborhood and the junior high school is also within a reasonable distance.

There are no parks or recreation facilities in the neighborhood except at the United States Naval Supply Corps School located at the intersection of Prince and Oglethorpe Avenues. These facilities are available only to Navy personnel and their guests, some of whom live within this neighborhood.

Athens General Hospital, one of the City's two hospitals, is located on Cobb Street and serves the entire County as well as the residents of the neighborhood. Adjacent to the hospital is the Welfare Department and the office of Family and Children's Services. The Navy School has some medical facilities which serve active and retired Navy personnel and their dependents.

Fire protection coverage is good, and a relatively small number of fires occurred during 1967.

This neighborhood has only an average number of blocks with trash and debris, with both poor and well-maintained blocks scattered throughout the area. Sewerage and water facilities are provided throughout the neighborhood, and garbage is collected twice weekly.

Traffic accidents occur fairly frequently along Prince Avenue. Otherwise, traffic mishaps in the area are few.

Causes of Blight

Most of the blight in this neighborhood is spill-over from Neighborhoods 5, 7 and 14, Structural conditions are generally good throughout the majority of the neighborhood and the principal cause of what little blight does exist is the loss of residential amenities due to traffic and mixed land uses along Hawthorne Avenue and the Broad Street, Plaza Street and Hancock Avenue complex. This loss of amenities has caused property values in these areas to drop to the point that families who are apathetic and/or financially incapable of maintaining their properties are encouraged to reside in these areas.

Remedial Action

Blight can best be arrested in this neighborhood by undertaking the following actions:

1.) eliminate blighted conditions in neighborhoods 5, 7 and 14, as outlined in those sections of this report;

2.) strictly enforce the building and housing codes;

3.) restrict through-traffic from using local streets;

4.) renew or rehabilitate those areas within the neighborhood which can not be upgraded through codes enforcement; and

5.) provide much needed park land for the recreational needs of the residents.

NEIGHBORHOOD XII

Delineation

The boundaries of Neighborhood Twelve, beginning at the northwest corner, are Old Broad Street, Broad and Hancock Streets, Rockspring Street, Waddell Street, Milledge Avenue, Baxter Street, Rockspring Street, Springdale Street, Bobbin Mill Road, Meadowbrook Drive, Fortson Drive, West Lake Drive, and Alps Road. Broad Street and Alps Road are strong functional barriers because they are major arteries carrying very heavy traffic. Actually this neighborhood may be considered as two sub-areas divided by Baxter Street. New apartment construction south of Baxter Street and strip development along this street in recent years have changed the character of the area. However, the entire neighborhood, traditionally, has been regarded as a statistical entity.

Summary

	1960	1968 (est.)
Population:	3,079	4,038
Housing:	1960	1966
Total units	803	609 (1,158 d.u.)
Sound	593	308
Deteriorating	133	133
Dilapidated	77	168

Population

This neighborhood has changed little with regard to its total population. Since 1960, it is estimated that only 59 additional persons reside in the area. The neighborhood leads the city in the percentage of non-white residents. Of the 3,079 persons in the area in 1960, only 14.8 per cent were white. Likewise, the area ranked first in the number of youths, with 44.5 per cent of the population being under the age of eighteen. Longevity, however, appears to be below

the city average, with only 5 per cent of the residents beyond the age of sixty-five. The sum of both groups, considered as dependents, amounts to 49.4 per cent, the highest in the city. The female/male ratio in the neighborhood is particularly high, especially in the northeastern portion where the ratio was approximately 1.30 to 1 in 1960.

Population density in 1968 averages 8.0 persons per acre, sixth highest for neighborhoods in the city.

Housing Conditions

Neighborhood Twelve is a combination of single-family residences, apartment complexes, fraternity houses, and government housing projects. With such heterogeneity, the area is somewhat atypical of other neighborhoods. In terms of dwelling unit size, however, the conditions are approximately average. Units with three rooms or less comprised 29.4 per cent of the total number of residential structures in 1960, and for the large homes over eight rooms, the value was 4 per cent. On the other hand, the amount of overcrowding was double that of the average, and ranks the neighborhood second highest in the city. Homes with more than one person per room accounted for 20 per cent of the total units.

Structural conditions is a serious problem in the neighborhood. Although only one out of every four units was substandard in 1960, which is slightly below the city average, in 1966, 21.8 per cent of residential structures were deteriorating and 27.6 per cent were dilapidated. Most of these units are in the area west of Rockspring Street, between Broad and Baxter Streets. Of all the homes in substandard condition in 1960, 97.6 per cent were occupied by non-whites. The available vacancy rate in the neighborhood was slightly below the city average in 1960, From 1966 to 1968, the number of housing units in the neighborhood increased from 803 to 1,158.

Home values in the neighborhood range from the lowest category to the highest. In the northerly portion in 1960, the average evaluation was below $7,500, while in the southern section, values exceeded $22,500. The central portion of the neighborhood was transitional, with values increasing toward the south. Rental rates for the homes display a similar pattern. Over 40 per cent of the structures were renter-occupied in the north in 1960, and less than 20 per cent were such in the south.

Conditions in Nonresidential Areas

Commercial facilities are distributed throughout the neighborhood in residential blocks, with 39.7 per cent of the 63 blocks having mixed land uses. Two major ribbon commercial developments, one each on Broad and Baxter Streets, and one community shopping center, at the intersection of Baxter Street and Alps Road, are located in the area and offer goods and services in sufficient amount and variety to serve the residents. Most of the establishments in the strip development provide some form of off-street parking. However, the numerous egress and ingress points present hazardous traffic conditions and create congestion to what might be free-flowing traffic.

One major traffic hazard exists at the intersection of Alps Road and Baxter Street. Located at the intersection are two shopping centers, an elementary school, and a junior high school. Because of the amount of traffic and the pattern of traffic movement, students or other pedestrians have difficulties in crossing the streets.

Structural conditions of commercial buildings vary somewhat, but the large majority are in sound condition. The few which are marginal or substandard are found mainly in the northeastern portion of the neighborhood. All buildings which house manufacturing operations are in standard condition.

In the northwest section of the neighborhood, several trucking companies and light manufacturing uses, such as a bottling plant and baking company, are located. Most of these uses have direct access to a major street, and, in terms of traffic, are not a disruptive force to residential areas. All the industries are non-nuisance in character.

Adequacy of Community Facilities

This neighborhood contains one-third of the schools in the City, including the only two senior high schools in the school district and the only junior high school located within the city limits. Alps Elementary school, located on a heavily traveled traffic artery which is extremely dangerous to cross on foot, operated at over-capacity during the 1967-68 session. It is expected to be operating at less than capacity in the 1968-69 session. The other school, West Broad, is 50 years old and is presently under-utilized. Athens High School, Burney-Harris High School, and Clarke Junior High School are overcrowded. A new high school is being planned for 1970 and may be located east of the City. It is expected to relieve the overcrowded high schools in this neighborhood.

The presence of five school sites greatly enhances the open space and recreational profile of this area. The schools and their play fields occupy a total of 98.3 acres of land. Their recreational facilities include five softball fields, two football fields, one baseball field, four tennis courts, and play equipment. In addition, the 7-acre Rocksprings Park is located in the area, providing another softball field. Rocksprings Center, at Columbus Street off Baxter Street, operates a supervised playground.

St. Mary's Hospital, in a new, modern building set back from Baxter Street, serves the residents of the entire County as well as the neighborhood.

The fire protection coverage is adequate and was called on by the neighborhood relatively few times in 1967.

The Georgia Highway Patrol and its driver testing facilities are located in the area on the Atlanta Highway.

Trash, debris, junk autos, etc. are prevalent in the eastern portion of the neighborhood. Sewerage facilities are lacking in the vicinity of Alps Road, Baxter Street, and Alpine Way; all other sections have adequate sewer and water service.

This neighborhood has a very poor traffic accident record. Two major arterial streets with strip development are present in the area, and the closely spaced ingress and egress points contribute to dangerous traffic conditions. The western boundary of the area, Alps Road, is another high volume arterial which divides two major shopping centers and has an extremely hazardous pedestrian crossing. The intersections which have been the scene of the greatest number of accidents in the area are at Broad and Rocksoring Streets, and Broad and Hancock Streets. Points all along Broad and Baxter Streets were accident sites.

Causes of Blight

This neighborhood is located between two of the major community shopping areas in Clarke County: the Beechwood-Alps Road shopping complex and the CBD. It is also traversed by the major east-west, north-south arterial routes in the City and contains the major school facilities of the urban region. These facts place this neighborhood in the unenviable position of having to accept through - city traffic, provide regional shopping facilities, and educate Clarke County's population. As a result, it does not and perhaps can not provide the single-family residential amenties that other neighborhoods can

provide. Residential property values are low, single-family structures are deteriorating, and high density re-use is too gradual to accommodate out-migration. Consequently, lower income groups are attracted to the area and they do not have the capacity to maintain their residences.

Remedial Action

The following actions should be undertaken in the neighborhood to eliminate blight and prevent its spread and reoccurrence:

1.) rehabilitation and/or renewal of the area between Rockspring Avenue, Broad Street, Clarke County Junior High School and Baxter Street;

2.) strict codes enforcement throughout the remainder of the neighborhood;

3.) undertake a clean-up campaign to remove junk autos, abandoned appliances, trash, unstacked lumber, etc.,

4.) encourage private, high-density residential development;

5.) eliminate and prevent commercial uses from locating in the prime residential areas.

NEIGHBORHOOD XIII

Delineation

The rapidly developing, low-density residential area in the far northwest corner of the City is designated as Neighborhood Thirteen. It is bounded on the North by Prince Avenue and Jefferson Road (City limits), on the east by the City limits prior to 1962, on the south by Oglethorpe Avenue, and on the west by the present City limits. This area is defined as a wedge between two major arterials, Prince Avenue-Jefferson Road and Oglethorpe Avenue, extending out to the City limits.

Summary

	1960	1968 (est.)
Population:	1,702	2,589
Housing:	1960	1966
Total Units	482	781 (784 d.u.)
Sound	433	755
Deteriorating	31	16
Dilapidated	18	10

Population

The 1960 population of this neighborhood was 1,702, and the estimated 1968 population is 2,589, a 52 per cent increase.

Population characteristics for the neighborhood deviate from the city norm in most cases. In general, the area is comprised of persons in the lower age brackets. Only 2.7 per cent are above the age of sixty-five, while 43.4 per cent are below the age of eighteen. The female/male ratio is approximately average, except for the southern portion where the value is an unusually low .94 to one. Only 4.5 per cent of the residents are non-white.

Housing Conditions

The neighborhood is in the area annexed by the City of Athens in 1963. Due to its location, most of its residences are of relatively recent construction and are, therefore, in sound condition. Only 10.2 per cent were classified substandard in 1960 with the majority being deteriorating. Most of these structures are sprinkled throughout the predominantly "rural" lands of the neighborhood. Of the 18 units classified as dilapidated in 1960, 13 were occupied by non-whites.

From 1960 to 1968, the number of dwelling units increased from 482 to 784. In general, the area is characterized by single-family detached dwellings, and the density of development is relatively low. Home size is not particularly large, with only 4.1 per cent having more than eight rooms in 1960. However, only 8.5 per cent had three rooms or less. This is well-below the city average of 29.3 per cent for small homes. Overcrowding is likewise quite low, or about one-half the city value. Of the 457 occupied units in 1960, 8.3 per cent had more than 1.01 persons per room. The 1960 vacancy rate was 2.3 per cent, of which only 1 per cent was available for rent.

In 1960, home values ranged from very low to very high, but, in general, most homes in the neighborhood were in the middle and upper price ranges. The lower valued homes, below $7,500, were located in the eastern margins. In the central portion, values exceeded $22,500. Throughout most of the area, the renter occupancy rate was below 20 per cent in 1960, however, in the eastern section, the rate climbed above 40 per cent. Since 1960, the quality of the neighborhood has improved with additional middle-income housing construction.

Conditions in Nonresidential Areas

This neighborhood has a peripheral location and is relatively undeveloped. Residential construction, however, has been progressing steadily. Because of its location, the neighborhood is characterized by low traffic volumes. Commercial and industrial activity is relatively scarce. The few industrial establishments which do exist are located outside the city limits, north of the Gainesville and Midland Railroad. This rail line parallels one of the two major arterial roads through the neighborhood. The plants are structurally sound and are primarily of the bulk storage type, mixed with a few light manufacturing companies. Since some outdoor storage is evident and plant activities

are visible from portions of the neighborhood, these activities could have a slight detrimental effect on future residential development in this area, particularly if new activities of this nature were allowed to locate there.

Large amounts of open space exist in the neighborhood, some of which is used for recreational purposes.

Adequacy of Community Facilities

This area will be provided with a new elementary school sometime during 1969. It is expected that the new Oglethorpe Avenue Elementary School will relieve the extremely overcrowded conditions existing in the other school in the neighborhood, Whitehead Elementary.

The one park in the area is the new 7-acre Legion Park, which has a baseball field and playground. Whitehead School has no recreational facilities to serve the area, but it is likely that facilities will be developed at the new Oglethorpe Avenue School. In general, the neighborhood is "better-off" than others in the community but is still in need of additional park areas.

Fire Station number 4 is located near Oglethorpe and Hawthorne Avenues. Fire protection coverage is adequate in the eastern section of the area, but is not entirely satisfactory in the northern part. The number of fires which occurred during 1967 was slightly below the city average.

The best sanitation conditions in the neighborhood are found between Jefferson Road and Hunnicutt Drive, from Homewood Drive one-half a mile northward; the area with poorest conditions is along Whitehead Road. Average maintenance of lots with little trash, debris, etc., characterizes the rest of the neighborhood.

A large area from Homewood Drive to Whitehead Road northeast of Hunnicutt Drive is unsewered as is a smaller area around Bel Air Drive. Water service is available throughout the neighborhood.

Most of this neighborhood has seen relatively few traffic accidents. This fortunate situation may be due to the fact that a sizable portion of the area is undeveloped or in the process of being developed. However, one intersection, Fairgrounds Drive and Jefferson Road just south of the By-Pass, has been the site of several accidents.

Causes of Blight

The small amount of blight in this neighborhood is primarily due to the lack of adequate maintenance and the age of structures in the predominantly undeveloped portions of the neighborhood which contain rural-type dwellings.

Remedial Action

Much of the blight in this neighborhood will be eliminated in the process of new residential construction. However, a policy of strong codes enforcement should be initiated and maintained.

NEIGHBORHOOD XIV

Delineation

A rapidly developing area, Neighborhood Fourteen is bounded by Oglethorpe Avenue, Alps Road and the City Limits prior to 1963, the Atlanta Highway, and the Middle Oconee River (present City limits). This area is defined by strong functional boundaries in the form of three major arterial routes and the River, which is a strong topographic barrier, since few bridges have been built to cross it.

Summary (1960 data are unavailable - area was not canvassed).

	1968 (est.)	
Population:	3,952	
Housing:	1966	
Total Units	683	(1,195 d.u.)
Sound	518	
Deteriorating	77	
Dilapidated	88	

Population and Housing Conditions

No information on population and housing conditions is available for this neighborhood for 1960. A summary of housing quality and population statistics for 1966 is presented above. The neighborhood contains 1,195 dwelling units, yielding a fairly low gross population density of 3.9 people per acre. The quality of housing is above the city average. Of a total of 683 residential structures, 75.8 per cent are sound, 12.9 per cent are deteriorating, and 11.3 per cent are dilapidated. Of all substandard housing in the City, 7.6 per cent is located in Neighborhood Fourteen. Most of this substandard housing is located on the western side of Hawthorne Avenue.

Conditions in Nonresidential Areas

The neighborhood has a peripheral location with little nonresidential development. Only 13.5 per cent of the 52 blocks have mixed land uses and three of these blocks are classified as nonresidential. Most of the commercial activity is located along the Atlanta Highway, a four-lane, divided arterial. This activity includes restaurants, automobile and mobile home sales, and other highway-oriented businesses. Most of these nonresidential structures are sound. However, as in other strip commercial developments, the numerous ingress and egress facilities present severe traffic hazards. Traffic volumes are below 10,000, except on the Atlanta Highway, so congestion is not pronounced within the neighborhood. A pattern of strip commercial development is beginning to occur along Hawthorne Avenue. Off-street parking is provided, but many spaces are unpaved.

Adequacy of Community Facilities

Having no schools within its own borders, this area is served by Alps Elementary School. When the new Oglethorpe Avenue Elementary School opens in 1969, it will probably be used, since it is just across the northern border of the neighborhood. The eastern section of the area is situated favorably with regard to the junior and senior high schools.

A new 31-acre park opened in July, 1968 at Mitchell Bridge Road and the Middle Oconee River. It will provide picnic facilities and nature trails, but the topography is too steep to be suitable for the development of ball fields. This is the only park in the neighborhood.

Fire protection coverage is adequate, and the Fire Department is considering increasing the coverage in the area. The number of fires last year was slightly below the City average.

Sanitation and maintenance is better than average for the City. The worst conditions in this neighborhood occur in the area north of Broad Street, west of Alps Road as far north as its intersection with Hawthorne Road, and to the City limits.

The area is served by sewer and water lines and there seems to be no apparent traffic accident problem, though a few mishaps have occurred along Broad Street (the Atlanta Highway).

Causes of Blight

Most of the housing in the Hawthorne Avenue area is old and poorly maintained. The "Brooklyn Neighborhood" residents have been making significant progress in upgrading their community and they may resolve many of the problems in their area. However, the most serious pocket of blight in the Julia Drive area appears to be relatively permanent. Several of the streets are unpaved, and many of the blocks contain litter, unstacked lumber, junk autos, etc. These factors, in combination with the financial inability of the non-white property owners to make improvements, are basic causes of blighted conditions in this portion of the neighborhood.

Remedial Action

The "Pauldoe" public housing project removed several of the substandard structures in this area. However, it appears that additional efforts at renewal or rehabilitation will be necessary to completely eliminate the problems. This area falls within the Model City Area and programs to combat blight will evolve from this program. In addition to federally-assisted programs, strong codes enforcement and a strict zoning policy with regard to this ares should be undertaken locally. Any further retail commercial development along Hawthorne Avenue may produce irreparable damage to the adjoining residential area.

NEIGHBORHOOD XV

Delineation

Neighborhood Fifteen was annexed to the City of Athens in 1963. Its borders are the Atlanta Highway, Alps Road and West Lake Drive, Lumpkin Street and Princeton Drive, and the Middle Oconee River (City limits). Definite geographic and functional boundaries - the River, and two heavily travelled arterials and two collector streets, respectively - serve to delineate this area. Most of the area has already been developed for single-family residential usage.

Summary

	1960	1968 (est.)
Population:	1,252	2,084
Housing:	1960	1966
Total Units	348	566 (632 d.u.)
Sound	312	530
Deteriorating	14	33
Dilapidated	22	3

Population

The population of the neighborhood increased from 1,252 in 1960 to 2,084 in 1968, a 66 per cent increase.

The age structure of the population tends toward the youthful side. Persons under the age of eighteen comprise 42.5 per cent of the population, while those over sixty-five years of age account for only 4 per cent. The female/male ratio shows no major deviation from the norm, although it is slightly under average. The non-white composition of the neighborhood is less than one per cent.

Housing Conditions

This neighborhood, like others on the city periphery, has been recently developed and is relatively problem-free. From 1960 to 1968, the number of dwelling units increased by 66 per cent. Housing conditions are essentially sound, except for one small area along the eastern margin of the neighborhood. Of the 348 dwelling units in 1960, 36, or 10.3 per cent, are in substandard condition, and the majority of these are deteriorating. In 1966, 5.8 per cent of the structures were deteriorating and 0.6 per cent were dilapidated.

The neighborhood is almost completely comprised of single-family, detached houses of relatively large size. With 23.9 per cent of residential structures having eight rooms or more in 1960, the area was far above the City average of 6.5 per cent. On the other hand, only 5.2 per cent contained three rooms or less, which is a lower value than any other neighborhood. Overcrowding was likewise exceptionally low, with only 4.3 per cent of the residences housing more than 1.01 persons per room. The available vacancy rate of 3.4 per cent was above the city average, however, none of the units were available for renter-occupancy.

Throughout most of this neighborhood, home values exceeded $22,500 in 1960. Only in two small areas, one along the Atlanta Highway and the other along Lumpkin Street, do the values decrease. In both cases, the average cost was in the $15,000 to $22,500 range, and, presently, values are increasing. Likewise, the renter-occupancy rate for homes is nearly uniform in the neighborhood, with the vast majority of the area having a rate below 20 per cent. Only a small area adjacent to the Atlanta Highway has a rate in excess of 40 per cent.

Conditions in Nonresidential Areas

The neighborhood has the lowest percentage of blocks with mixed uses in the city. Only 3.3 per cent of the 60 blocks have residential units located along with some commercial or industrial activity. There is just one manufacturing plant in the neighborhood which is non-nuisance in character and well-removed from present residential areas.

The major commercial facility is Beechwood Shopping Center, a planned shopping area with 29 establishments serving a community-wide market. Sufficient off-street parking is provided, but traffic volumes in the vicinity are exceptionally high, and entering or exiting through some of the access points is difficult. The parking lot has also been the scene of numerous accidents. Structurally, the center

is totally sound, but trash storage practices have somewhat of a blighting effect. In some cases, empty boxes and paper are stacked behind stores and then carried by the wind into nearby residential areas. Within the near future, there will be an increase in the number of establishments in the center.

The remaining commercial facilities are along the Atlanta Highway. Structural conditions are sound, and off-street parking is provided.

Adequacy of Community Facilities

This neighborhood has no community facilities within its borders. The elementary school-age population is served by the Alps Road Elementary School, and Clarke Junior High School is readily accessible to the northern half of the area. Since this part of the City is growing very rapidly, another elementary school will probably be built within the next five years outside the city limits which will serve this area and the new subdivisions in the County.

No public open space exists in the area. A major park is needed to serve this section of the city as well as County residents in the Timothy Road area.

Fire protection coverage is adequate, but the area was unfortunate in having a higher than average number of fires in 1967. The neighborhood is served by a branch of the Main Post Office located within its boundaries.

This neighborhood ranks as one of the highest in terms of sanitation and maintenance. The best conditions are found between Princeton Road, West Lake Drive, Dogwood Road, and the City Limits.

The area is also adequately served with sewerage and water facilities. It does have, on the other hand, a serious traffic accident problem. The most hazardous areas are the intersection of Alps Road and Broad Street and the west side of Alps Road both North and South of Baxter Street.

Causes of Blight

Except for a small area of deteriorating structures along Old Princeton Road, this neighborhood is free of blight. Blight in this small area is the result of lack of maintenance. Many of the residents in this area have

low-incomes and have not been inclined to invest in needed repairs.

Remedial Action

Through a strong codes enforcement program, many of the substandard structures in this neighborhood can be brought up to standard condition. Eventually, new residential construction will eliminate a number of these structures.

CENTRAL BUSINESS DISTRICT

The Athens CBD, an area of high accessibility and commercial activity, is made up of 45 blocks containing approximately 300 structures. Most of these buildings date back more than fifty years, as can be seen by the poor condition of many of the structures. In fact, one out of every two buildings in the CBD is in marginal condition. By definition, a marginal unit has a few minor structural defects which are economically feasible to repair. Approximately 13 per cent of the structures are substandard but only one building can be classified as dilapidated. These buildings are characterized by many minor or major structural defects which are economically infeasible to repair. One-third of the structures are in standard condition.

The road pattern in the central area is, basically, rectangular, with five major arterial roads extending outward in a radial fashion linking the CBD to residential areas. This pattern, however, produces some congestion by channeling through-traffic into the CBD. As can be expected, traffic volumes and the frequency of accidents are quite high in certain areas.

In comparison to other Central Business Districts, the streets in Athens are unusually wide. Two major routes, Broad Street and College Avenue, exceed 70 feet in paved-way width, and most east-west streets measure 50 feet. The carrying capacity, however, is reduced because of the curbside, angle parking. A study by Wilbur Smith and Associates has suggested prohibiting on-street parking in much of the CBD, along with the construction of parking garages. As a minimum, the study suggested a change to parallel parking.

For the purpose of presenting more specific information, the CBD has been divided into five smaller sections on the basis of functional characteristics.

The areas are:
1. retail core,
2. retail periphery,
3. industrial periphery,
4. government and finance, and
5. expansion area.

The retail core, bounded by Broad, Lumpkin, Washington, and Thomas Streets, has certain characteristics which make it distinct from other areas. This area contains the highest land values in Athens, as reflected in the intensive use of all the property. A second characteristic is the high pedestrian volumes. With nearly 3000 persons crossing during the peak period, the intersection of Clayton and Jackson Streets leads all others in the city. The pedestrian traffic at Lumpkin and Clayton is second. Another distinguishing characteristic of the core is the type of activity located there. With few exceptions, the establishments in the core comprise services and shopper-goods outlets.

Relative to other CBD sub-sections, structural conditions are not a special problem. Of approximately 100 buildings, only 1 per cent are classified substandard and none are dilapidated. Slightly more than one-half, however, are considered marginal, primarily due to old age and inadequacy of original construction. For example, many of the structures were built prior to strict fire codes. As a result, most of them lack sprinkler systems and adequate fire exits. With limited facilities available, the disposal of trash is another problem in the core.

Unlike the pedestrian counts, traffic volumes here are not the highest in the city. A partial explanation for this fact is that two of the three east-west streets have dead-ends at both margins of the CBD. Parking, however, presents major problems in the area because of the number of establishments which generate a high demand for parking spaces. Of the twelve leading generators within the CBD, eight are in the core area.

The retail periphery, located immediately adjacent to and extending outward from the retail core is characterized by a lower intensity of land use. The activities found here are predominantly a mixture of convenience goods, shopper goods, and repair services. Many of the stores are of the type which require a large expanse of storage area, such as automobile or furniture sales.

Traffic volumes for this area are somewhat higher than the retail core, especially in the vicinity of the Broad Street-Pulaski Street intersection. The number of accidents at this intersection is one of the highest in the city. Because of the amount of off-street parking spaces available, parking is not a major problem in the area. Some hazardous conditions do exist, however, due to the use of curbside, angle parking. This is especially pronounced along Broad Street at its eastern margins where traffic volumes are also relatively high.

The industrial periphery, situated at the eastern terminus of the CBD along the Central of Georgia Railroad tracks, is one of the oldest nonresidential sections in Athens. The characteristic activities of the area are wholesale warehousing and light industry, but other than the traffic generation and the overall unattractiveness, there are no major nuisance factors.

As can be expected from the advanced age of the area, the frequency of substandard buildings is higher than in any other sub-section of the CBD. Approximately 40 per cent is classified substandard, and only 16.7 per cent is considered sound. Of the remaining buildings, 43.9 per cent is marginal and 1.5 per cent is dilapidated.

The area immediately north of the retail core is the location of most governmental activities mixed with financial institutions such as banking and real estate. Building conditions here are the most satisfactory in the CBD. The majority of structures are classified as standard, and approximately 40 per cent of the 32 buildings is marginal.

Three of the twelve major generators for parking spaces in the CBD are located in the area and, except for the Post Office, all provide customer off-street parking. The majority of the other establishments have some form of off-street facilities. However, the total amount of off-street parking is not sufficient, so curbside, angle parking is also utilized. Peak hour traffic volumes in the area are slightly lower than the average of 658 automobiles for all CBD streets.

The fifth and final sub-section to be discussed is the one classified as the expansion area. Its location is on the northern and western periphery of the CBD. If expansion does occur, it will be in this area because of the physical barriers in other directions. Toward the east, there is the North Oconee River with a limited number of crossings, and to the south, the land is occupied by the University of Georgia. Present land use in the expansion area consists of a mixture of commercial and residential units.

There are 24 existing commercial buildings in the area, of which one-half is classified as marginal. Of the remaining units, nine are considered standard and three substandard. Three blocks are totally devoid of buildings, having been cleared under urban renewal programs, and two blocks contain only one structure each. Some of these blocks are currently being used for off-street parking and contain over 200 cars during working days.

CHARACTERISTICS OF FAMILIES
AFFECTED BY POOR HOUSING

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING

Introduction

This report on the characteristics of families in poor housing areas is based upon a 1968 survey taken in the Model Cities Area which contains 80 per cent of the poor housing in the community. The sampling totaled 409 respondents, representing 10 per cent of the families in this area.

The major characteristics discussed in this section are the household, its head and its children; occupation; income; transportation; medical care; characteristics of housing and housing preferences; education; spare time activities; recreation and recreational needs; and law enforcement.

The Household

Sex and Race: According to the survey, 58.9 per cent of the residents in poor housing areas is male and 41.1 per cent female. Of all residents 70.9 per cent are non-white and 25.9 per cent are caucasian (3.2 per cent, no answer).

Characteristics of the Household: Generally, the number of persons in each household is small, with over 80 per cent of the households having less than four persons. The largest percentage of households (24.4 per cent) have only two persons per household. In 49.6 per cent of the households, the head has been living in the household for five years or less, indicating a large number of new and young families within this area. Over 25 per cent of the residents in their respective neighborhood began their households in that area, but less than 1 per cent have lived in that neighborhood all of their lives. Forty-seven per cent previously lived elsewhere in Athens before moving into their present neighborhoods and 23 per cent moved into the area from out of town.

The major reason (28.3 per cent) for moving into this neighborhood was that living conditions were better here than where they previously lived, as indicated by 28.3 per cent of the respondents ("Cheaper Housing"- 4.9 per cent , "The only place available"- 4.4 per cent , and "Nearer to work"

(3.0 per cent) were of least importance to the residents in considering their move into this area).

Number of Persons in Household

Number	Percent
1	16.1
2	24.4
3	17.3
4	13.7
5	10.5
6	6.4
7 or more	9.6
No answer	2.0

Years Head lived in Household

Years	Percent
Less than 1	18.3
1-2	16.4
3-5	14.9
6-10	13.2
11-15	9.0
16-20	8.1
21-25	4.4
26-30	2.7
31 or more	10.8
No answer	2.2

Previous Place of Residence

Place	Percent
In Athens, outside this neighborhood	47.4
Same neighborhood	25.4
Town smaller than Athens	10.3
Town larger than Athens	4.9
Rural Area	7.8
Lived here all of life	0.7
Multiple answer	0.5
No answer	3.0

Main Reason for Moving to Area

Reason	Percent
Better living conditions	28.3
Personal reasons	15.6
Previous dwelling overcrowed	8.3
Displacement by Public Agency	6.4
Cheaper housing	4.9
Only place available	4.4
Nearer to work	3.0
Other reasons	16.3
Have not moved; multiple ans.	9.8
No answer	3.0

Head of Household

The majority (52.7 per cent) of heads of households is in the age group from 36 years to 65 years, with the largest percentage (18.3 per cent) being between the ages of 56 and 65 years. Completion of elementary school, and perhaps one or two years of high school, marks the average educational level of the household head.

Age of Household Head

Age	Percent
Under 20	1.0
20-25	10.3
26-30	7.6
31-35	6.4
36-45	17.8
46-55	16.6
56-65	18.3
66-75	12.5
75 and over	5.1
No ascertained	4.4

Education of Household Head

Years	Percent
Less than 3	6.8
3-6	20.8
7-9	19.8
10-11	14.2
12 or High School graduate	13.5
1 year or less college	0.7
2-3 years college	4.6
College graduate	2.5
Graduate School	3.2
Not ascertained	13.9

Children: There is wide variation in the number of children per family, but an overwhelming majority (93.6 per cent) of families have 4 or less children. Of the families surveyed, 16.9 per cent have 1 child, 17.8 per cent have 2 children, 7.1 per cent have 3, 9.5 per cent have 4, and 6.4 per cent have 5 or more. 42.3 per cent of the families have no children.

Occupation

If the household head is working, he is usually in a Blue Collar occupation, although there is almost an equal number of domestic workers, and students and professionals.

The largest percentage of the household heads (27.6 per cent) work a 40 hour week; and the second largest percentage (10.5 per cent) work 41 to 48 hours per week. Only a few work less than 14 hours (1.5 per cent) or 60 hours or more per week (4.6 per cent).

Major Occupation of Head

Occupation	Percent
Domestic worker	12.0
Semi-skilled workers	11.2
Maintenance; janitorial	9.0
Operative	8.1
Service worker	4.9
Mechanic	2.2
Self-employed	4.9
Other (student, professionals)	18.8
Non-workers (disabled, retired, etc.)	24.0
Not ascertained	5.4

Type of Employer of Head

Employer	Percent
Private households	10.1
Poultry industry	3.4
Textile industry	4.9
Service industry	7.8
Municipal	1.2
State	11.2
Health agency	3.7
Others (self-employed, other industries, etc.)	24.2
Not employed	28.4
Not ascertained	5.1

Hours Working Per Week

Hours	Percent
1-14	1.5
15-29	3.9
30-34	3.2
35-39	1.7
40	27.6
41-48	10.5
49-59	5.9
60 or more	4.6
Not applicable	30.3
No answer	10.8

Income

The total annual household income for over a third (33.5 per cent) of the families is under $3000; only 13.2 per cent have an annual income of $7000 or more.

Total Household Income

Income	Percent
Less than $1000	8.6
$1-2000	11.5
$2-3000	13.4
$3-4000	12.2
$4-5000	8.6
$5-6000	8.1
$6-7000	3.2
$7000 or more	13.2
No answer	21.2

Transportation

Almost 40 per cent of the residents own at least one car or truck, and another 16.6 per cent own two or more vehicles. However, over 40 per cent of the residents do not own any type of vehicle.

The mode of travel most often used by residents is their own car or truck. The next three means most often used, in order of frequency, are taxi cabs, walking, and another's car or in a car pool.

The residents' primary purpose for traveling is to get to work (44.4 per cent). However, shopping (8.6 per cent) and pleasure (5.0 per cent), respectively, are the next primary purposes for travelling.

Number of Cars and Trucks Owned

Cars and Trucks	Percent
1	39.6
2	12.7
3 or more	3.9
None	40.1
No answer	3.7

Means of Transportation

Purpose	Percent
Own car or truck	42.3
Taxi	11.5
Walk	6.8
Another's car	5.6
Car pool	5.6
Employer's car	3.7
Other	0.7
Not applicable	23.8

Purpose for Traveling

Purpose	Percent
Work	44.4
Shopping	8.6
Pleasure	5.9
School	3.9
Business, pay bills	3.0
Visit Doctor	1.7
Others	3.7
Multiple answer	4.6
Not applicable	24.2

Medical Care

Infant Check-ups: In the greater portion of the families which have children (26.4 per cent), the youngest child had a doctor's check-up before he was one year old. Only 5.4 per cent of such families failed to provide the youngest child with a check-up. (Such an inquiry did not apply to 67.5 per cent of the respondents).

Untreated Health Conditions: Most of the residents (86.2 per cent) had no complaints of untreated health conditions. But, of the complaints made, dental care (2.2 per cent), deafness, blindness, and other handicaps (1.5 per cent) and general pains (1.5 per cent) were the more frequently mentioned. As concerns the 13.8 per cent who complain of untreated health conditions, the major reason (3.7 per cent) given for allowing the condition to go untreated was the expense of treatment; procrastination and no desire for help accounted for another 2.4 per cent.

Medicare: Over two-thirds of the residents have not applied for Medicare; 16.1 per cent have applied; and only 1.5 per cent did not know what Medicare is. (15.7 per cent, no answer or not applicable).

Housing

Ownership Patterns: Of all families in the area, 48.4 per cent own their home, 50.4 per cent rent, and 0.5 per cent live rent-free. (0.7 per cent, no answer).

Of the 12.1 per cent of residents who are presently buying a home (trailers included), the largest percentage (4.5 per cent) are making monthly payments of between $41 and $60. Only 1.7 per cent make monthly payments over $80. Thirty-four per cent have already paid for their homes.

Housing Preferences: Seventy-eight per cent of the residents would prefer to buy a place to live rather than rent. If given the choice, 76.6 per cent had rather live in a house, 5.6 per cent a trailer and 1.2 per cent an apartment. If given a choice in renting, the majority (62.1 per cent) still would profer a house, 4.2 per cent a trailer, and 10.3 per cent an apartment.

Overall Preference

Method	Percent
Buy	78.0
Rent	8.3
No answer	13.7

Prefer to Own

Choice	Percent
House	76.6
Apartment	1.2
Trailer	5.6
Not applicable	16.6

Prefer to Rent

Choice	Percent
House	62.1
Apartment	10.3
Trailer	4.2
Not applicable	23.4

Educational Needs

Less than 35 per cent of the residents have an opinion as to the educational needs of the community. But of this percentage, the greatest concerns are a kindergarten program (9.3 per cent) and new school buildings (7.8 per cent). In a separate response as to which educational needs are of lowest priority, school during the summer was of least concern (15.9 per cent).

Educational Needs with High and Low Priority

Needs	Percent	
	High Priority	Low Priority
Kindergarten Program	9.3 %	1.0 *
New Building	7.8	1.7
Fewer Children in Class	3.0	1.5
Summer School	1.2	15.9
Better Trained Teachers	2.9	1.5
More Communication with School Officials	0.7	2.5
Vocational Training in schools	2.2	0
School Breakfast Program	0.7	4.6
Employment Service in High School	1.7	0.3
Health and Athletic Program	0	0.7
Art and Music Program	0.3	0.7
Program to combat V. D.	0.7	0.5
Program for drop outs	3.7	0.7
Program of Sex Education	0.5	2.9
No answer	65.3	65.5

Spare Time and Recreation

Spare time Activities: The household head's first choice in spare time activities is sports (15.2 per cent), either as a spectator or participant; otherwise, he prefers to engage in more than one type of activity (14.4 per cent). Similarly, the children's first preference is "sports" (18.3 per cent). As might be expected, the noticeable differences between adults and children are in the areas of active and inactive recreation. More adults prefer to relax, watch T.V., visit and engage in creative pursuits, etc. (29.6 per cent), whereas the children are more interested in active sports and recreational

pursuits (22.9 per cent).

Spare Time Activity of Household Head

Activity	Percent
Sports (playing, watching)	15.2
Read, watch T.V., etc.	8.6
Sewing; creative activity	8.3
Visiting; traveling	7.6
Sleep; relax	5.1
Learn a trade; school	3.4
Working with others	2.7
Others; multiple answer	14.4
Don't have time	3.2
No answer	31.5

Spare Time Activity of Children

Activity	Percent
Play, sports	18.3
Any recreational activity	4.6
Read, watch T.V.	3.4
Movies	1.0
Sleep; relax	0.5
Visiting; traveling	0.5
Nursery care	0.5
Others; multiple answer	5.9
No children	39.6
No answer	25.7

Adequacy of Public Recreational Facilities: Very few of the residents (12.5 per cent) think public recreational facilities are adequate for the community. 29.1 per cent think the facilities are inadequate, and 45.4 per cent believe recreational facilities are to the point of being non-existent (Only 13 per cent did not have an opinion).

Recreational Needs: Almost 38 per cent of the residents think there is a need for the complete range of recreational facilities. However, 14.4 per cent indicate a specific need for more playgrounds, only a very small percentage (2.2 per cent) see no definite need at all for recreational facilities.

Recreational Needs

Need	Percent
Playgrounds	14.4
Recreation center	2.5
Supervised activities for kids	1.7
Swimming pool	0.7
Everything	11.2
Others	1.7
None	2.2
Multiple answer	26.2
No answer	39.4

Citizen Participation in Recreation Planning: Participation by the citizens of this area in recreation planning is low. 45.7 per cent of the residents did not express an answer; but of the remaining majority (54.3 per cent), 10.1 per cent said they had participated in some type of recreation planning, and 44.2 per cent responded that they had not.

Places of Recreation: Even though over 84 per cent of the families in this area have television sets, only 29.1 per cent of the adults prefer to stay home and watch television in order to satisfy recreational and social needs. However, least of all (0.3 per cent), the adult goes to parks and zoos.

The largest percentage of the children (8.1 per cent)

also satisfy their recreational needs by "Doing nothing in particular" or "Watching television". However, this is not such a large percentage, and an almost equal percentage (6.8 per cent) prefer the playgrounds. The YMCA is the least (1.0 per cent) used place by the children.

Places Used by Household Heads

Place	Percent
No place; T.V.	29.1
Visiting	6.8
Church	6.8
Recreation center	3.9
Movies	3.2
Poolroom, bar	1.2
Park, zoo	0.3
Others	5.9
Multiple answer	15.6
No answer	27.2

Places Used by Children

Place	Percent
No place; T.V.	8.1
Playground	6.8
Recreation center	4.2
Visiting	3.9
Movies	2.7
YMCA	1.0
Others	2.7
Multiple Answer	10.8
No children	38.0
No answer	21.8

Law Enforcement

Complaints of Law Enforcement by Persons Arrested: By far, the larger portion (94.6 per cent) of the residents have never been arrested or have any complaints. Only 3.9 per cent of the residents have come in contact with the police and complained of police brutality or unfair treatment. Of all the respondents, only 2.3 per cent complained of improper procedure or of being wrongly charged.

Opinion of the Local Police Force: Over forty-six per cent of the residents feel that the police department is objective in its selection of policemen and that chances are equal for all races to get on the police force; 26.7 per cent of the residents disagree with this view.

Over forty-nine per cent of the residents would like to have policemen from their own neighborhood; 23.5 per cent would rather not.

That race does not influence a policeman's attitude is the opinion of 31 per cent of the residents; 44.5 per cent, on the other hand, do believe that racial factors play a major role in the policeman's attitude.

Of the total number of respondents, 44.5 per cent feel that Athens policemen are honest, but 31.6 per cent do not.

Equal Chances of Getting on Police Force

Opinion	Percent
Agree	46.2
Disagree	26.7

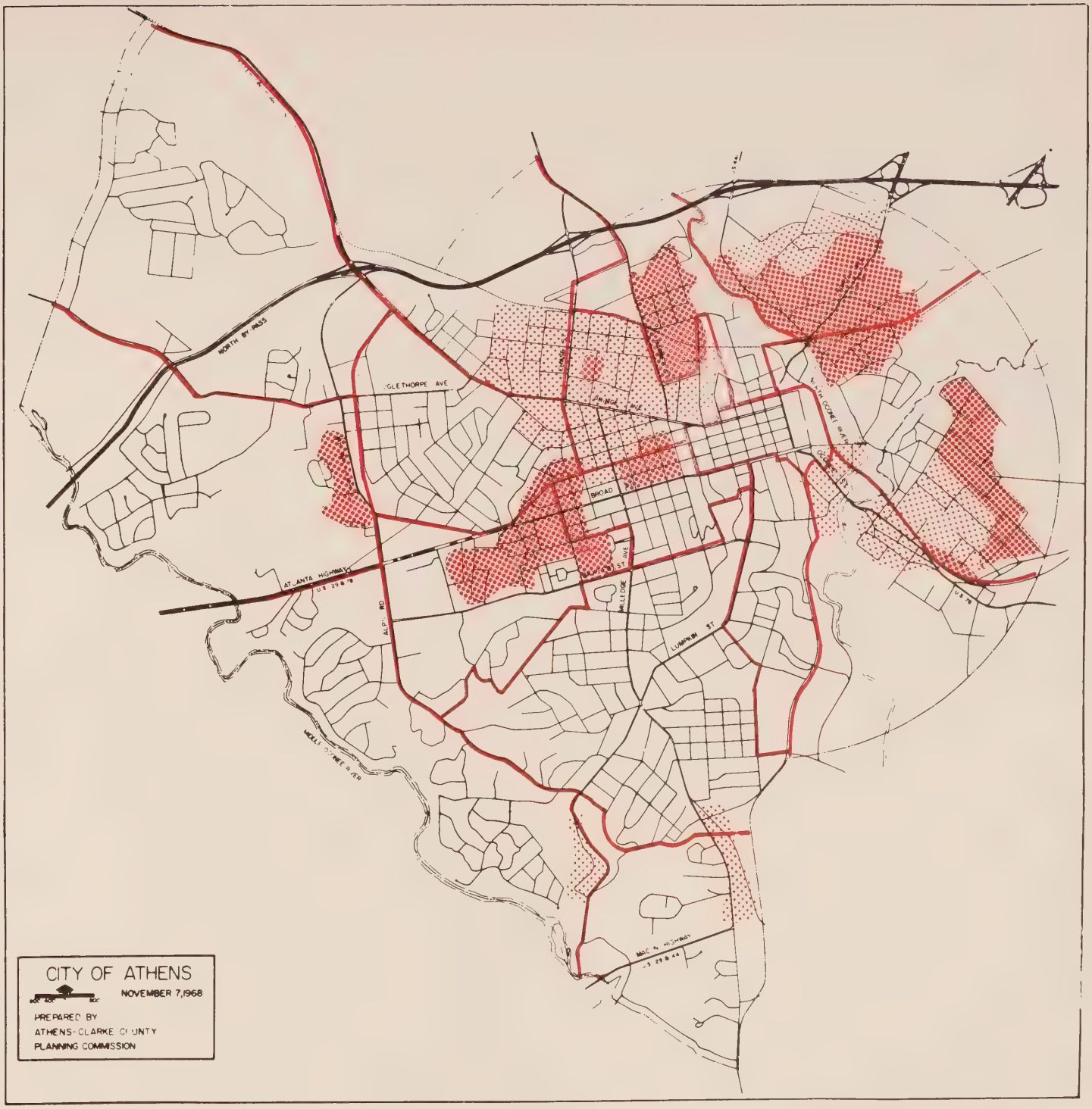
Police from Own Neighborhood Best

Opinion	Percent
Agree	49.1
Disagree	23.5

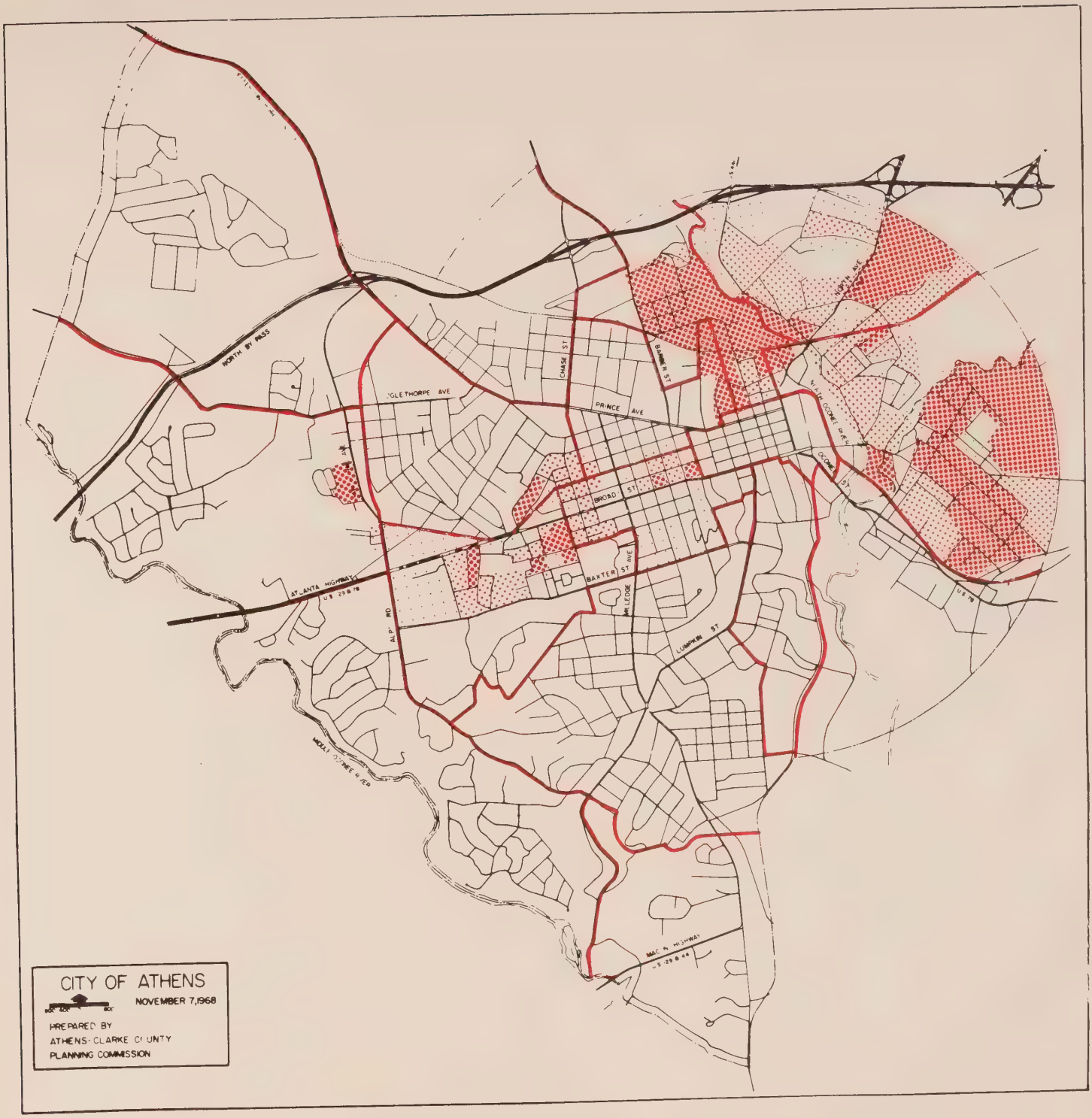
Race Does Not Influence Attitude

Opinion	Percent
Agree	31.0
Disagree	44.5

APPENDIX



BLIGHTED AREAS



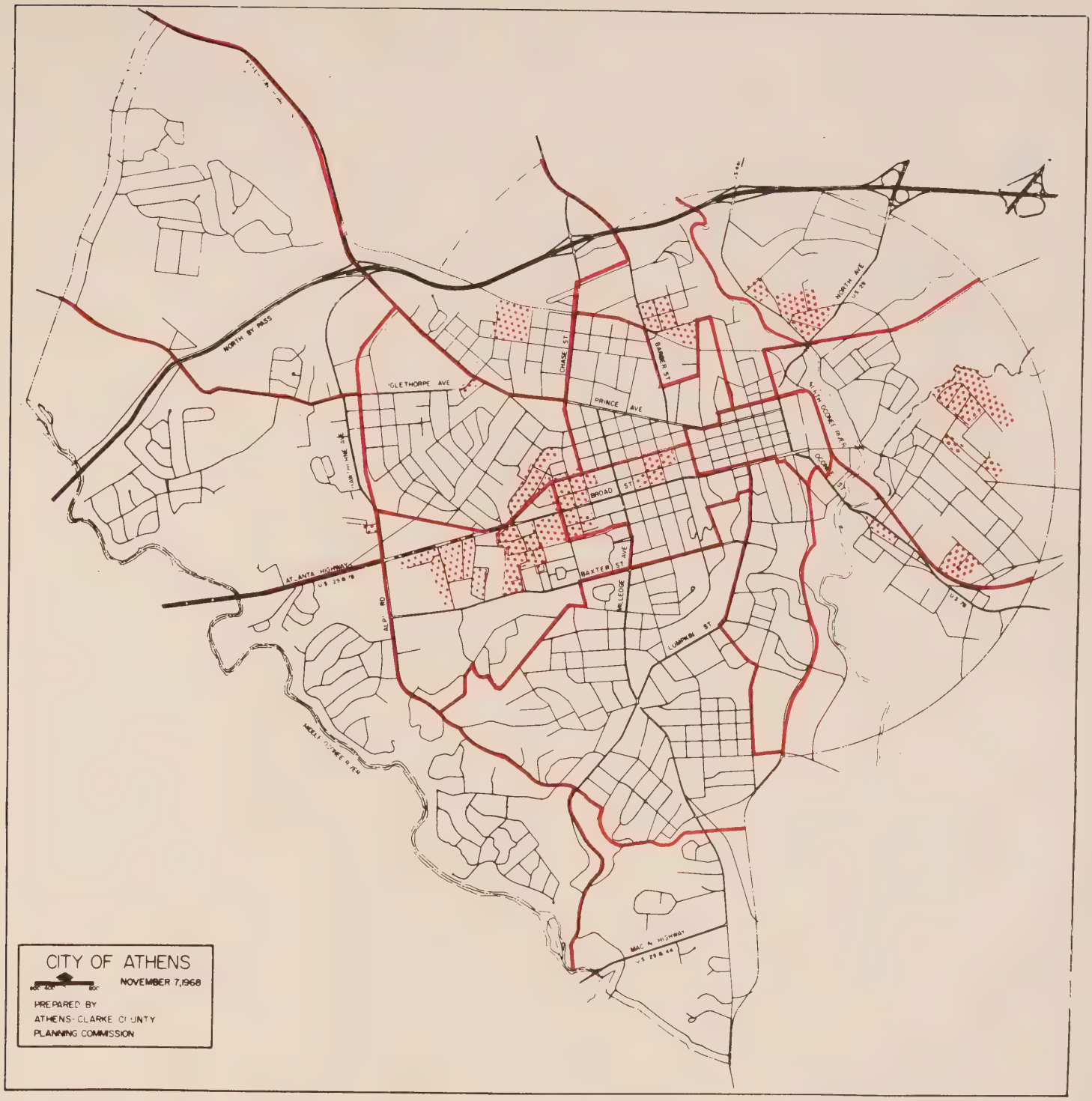
BLOCKS WITH:

6–10

11–19

20 AND OVER

TRASH
AND
DEBRIS



INADEQUATE LOT WIDTHS

UNSEWERED AREAS

UNPAVED STREETS

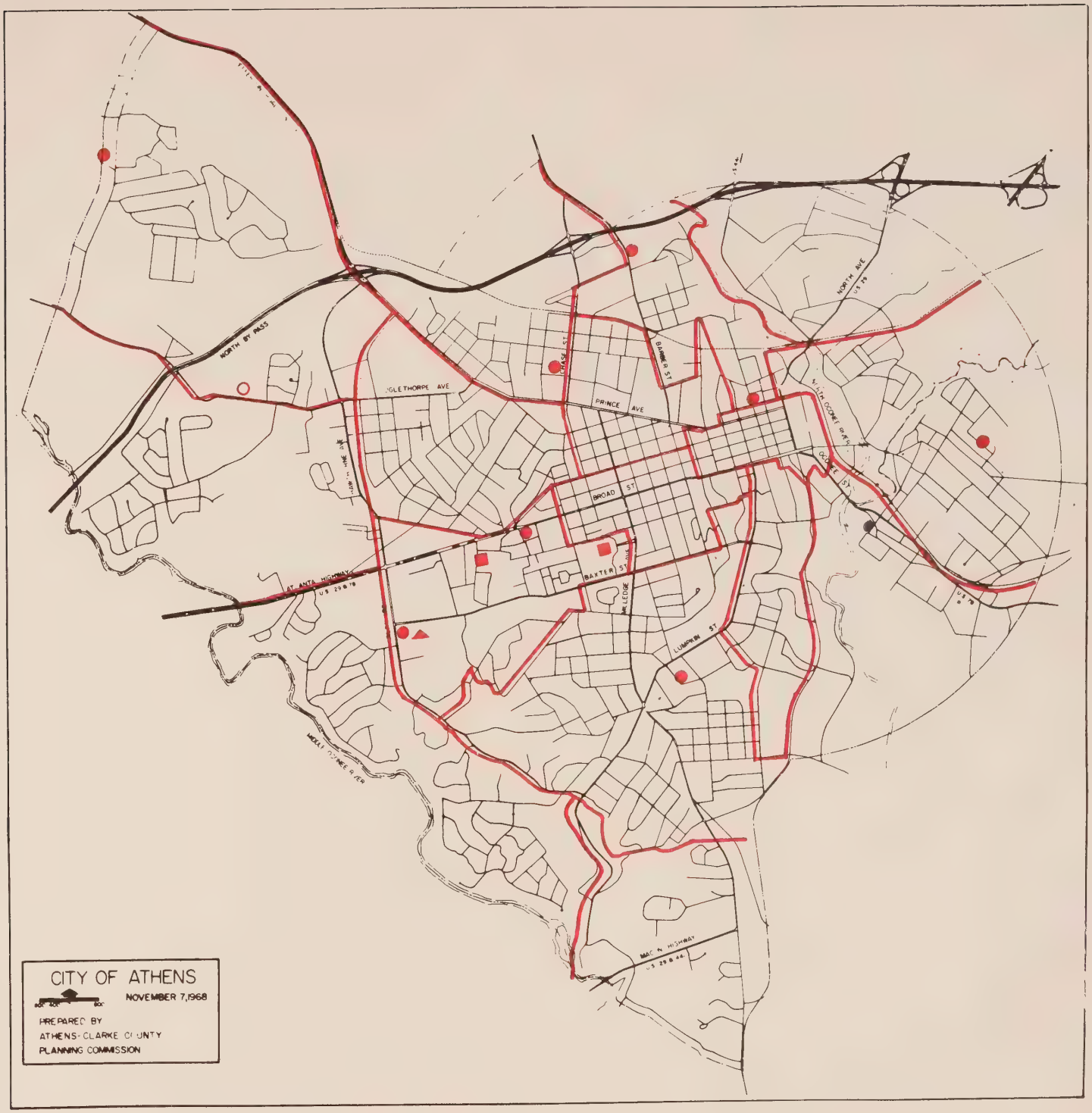
MAJOR
HAZARDOUS
INTERSECTIONS

PARKS

RECREATION AREAS

PROPOSED PARKS

PARKS AND RECREATION AREAS



SCHOOLS

- ELEMENTARY SCHOOL
- JR. HIGH SCHOOL
- SR. HIGH SCHOOL

ENGINE COMPANY

LADDER COMPANY

FIRE DISTRICT BOUNDARY

FIRE STATIONS

▲ HOSPITALS
● PUBLIC HEALTH CENTER
■ CLINIC
□ PROPOSED CLINIC

HOSPITALS AND HEALTH CENTERS

NEIGHBORHOOD DENSITY PATTERNS

Neighborhood	Population	Gross Land Acreage	Number of Dwelling Units*	Number of Structures	Gross Dwelling Unit Density*	Gross Population Density
1	1,485	483.8	452	446	.9	3.0
2	3,853	815.3	1,167	1,093	1.4	4.7
3	2,256	591.3	684	413	1.1	3.8
4	1,429	304.6	433	386	1.4	4.6
5	2,423	268.8	721	631	2.6	9.0
6	3,713	268.8	321	284	1.1	13.8
7	3,201	215.0	875	452	4.0	14.8
8	11,745	958.7	1,975	1,681	2.0	12.2
9	1,317	510.7	399	306	.7	2.5
10	1,555	501.7	462	449	.9	3.0
11	4,124	483.8	1,240	1,085	2.5	8.5
12	4,038	501.7	1,158	609	2.3	8.0
13	2,589	1,245.4	784	781	.6	2.0
14	3,952	994.5	1,197	683	1.2	3.9
15	2,084	761.6	632	566	.8	2.7
Total	49,764	8,905.7	12,500	9,865		

*Excluding Group Housing

CITY HOUSING CONDITIONS (1966)

Neighborhood	#of Residential Structures				% of Residential Structures in Neighborhood			% of City Residential Structures			
	Total	Sound	Det.	Dilap.	Sound %	Det. %	Dilap. %	Total	Sound	Det.	Dilap.
1	446	194	88	164	43.5	15.2	41.3	4.5	2.9	4.7	13.5
2	1093	447	329	317	40.9	30.1	29.0	11.0	6.6	17.6	26.0
3	413	253	109	51	61.2	26.4	12.4	4.0	3.7	5.8	4.2
4	386	135	100	151	34.9	25.9	39.2	3.9	2.0	5.4	12.4
5	631	228	321	82	36.1	50.9	13.0	6.4	3.4	17.2	6.7
6	284	254	30	0	89.4	10.6	0	2.8	3.7	1.6	0
7	452	175	170	107	38.7	37.6	23.7	4.6	2.6	9.1	8.8
8	1681	1609	72	0	95.1	4.9	0	17.1	23.7	3.9	0
9	306	264	23	19	86.2	7.5	6.3	3.2	3.9	1.2	1.6
10	449	294	137	18	65.4	30.7	3.9	4.5	4.3	7.3	1.5
11	1085	817	217	51	75.3	20.0	4.7	11.1	12.1	11.6	4.2
12	609	308	133	168	50.6	21.8	27.6	6.3	4.5	7.1	13.8
13	781	755	16	10	96.6	2.0	1.4	7.9	11.2	1.0	0.8
14	683	518	88	77	75.8	12.9	11.3	6.9	7.6	4.7	6.3
15	566	530	33	3	93.6	5.8	0.6	5.8	7.8	1.8	0.2
	9865	6781	1866	1218				100.0	100.0	100.0	100.0

SUMMARY OF COMMUNITY FACILITIES BY NEIGHBORHOOD

Neighborhood	Schools	Parks	Hospitals or Clinics	Fire stations*	Libraries
#1	0	0	0	0	All neighborhoods are served by the main library in the Central Business District and its Book mobiles.
#2	1 elementary	1 tot-lot	0	0	
#3	1 elementary	1	0	0	
#4	2 elementary	2	0	0	
#5	0	0	1	1	
#6	0	0	0	0	
#7	0	1	0	0	
#8	1 elementary	0	0	1	
#9	0	2	0	0	
#10	1 elementary	1 tot-lot	0	0	
#11	0	0	1	0	
#12	2 elementary 1 J.H.S. 1 H.S.	1	1	0	
#13	2 elementary	1	0	0	
#14	0	1	0	0	
#15	0	0	0	0	

**main fire station is in C B D.

SCHOOLS BY NEIGHBORHOODS

Schools in Neighborhood	Age of School	Teaching Stations	Capacity 1967-68	Enrollment Sept. 15, 1967	1968-69 Estimated Enrollment
Neighborhood #1	---	---	---	---	---
Neighborhood #2					
East Athens Elementary	20	19	570	526	435
Neighborhood #3	60	12	360	309	300
Oconee St. Elementary					
Neighborhood #4					
North Athens Elementary	15	20	600	363	160
College Avenue Elementary	60	7	210	225	185
Neighborhood #5	---	---	---	---	---
Neighborhood #6	---	---	---	---	---
Neighborhood #7	---	---	---	---	---
Neighborhood #8					
Barrow Elementary	60	17	510	533	510
Neighborhood #9	---	---	---	---	---
Neighborhood #10					
Chase St. Elementary	30	18	540	563	540
Neighborhood #11	---	---	---	---	---
Neighborhood #12					
Alps Elementary	12	22	660	681	590
West Broad Elementary	50	20	600	555	470
Clarke Jr. High*	12	46	1150	1294	1325
Athens H.S.*	15	51	1275	1457	1500
Burney-Harris H.S.*	8	28	700	766	790

SCHOOLS BY NEIGHBORHOODS (cont.)

Schools in Neighborhood	Age of School	Teaching Stations	Capacity 1967-68	Enrollment Sept. 15, 1967	1968-69 Estimated Enrollment
Neighborhood #13					
Whitehead Elementary *	7	18	540	749	595
Oglethorpe Ave. Elementary (to open 1968-69)	0	18	540	0	540
Neighborhood #14	---	---	---	---	---
Neighborhood #15	---	---	---	---	---

*Over-capacitated schools based on 1968-69 estimated enrollments.

Note: Athens is served by a combined City-County School District. There are located in the County outside the city limits 4 elementary schools and 2 junior high schools. One of the junior high schools and three of the elementary schools are over capacitated.

RECREATION FACILITIES BY NEIGHBORHOOD

Neighborhood	Name of Park	Acerage	Active Facilities	Passive recreation
#1	0			
#2	tot-lot, E. side of Vine St.	0.5	Playground apparatus	Benches
#3	Dudley Park	10.0	Softball, play equipment	2 meeting rooms Picnic facilities,
#4	Lyndon House	3.1	Softball, playground apparatus	Indoor club, reading and game rooms
	Riverside Park	6.0	Softball, pool, play equipment	picnic facilities
#5	0			
#6	0			
#7	Reese Street Park (or tot-lot)	0.5	Play equipment	
#8	0			
#9	Memorial Park	56.0		
	Memorial Park Addition	18.5	Play equipment	craft and teen center zoo, picnic facilities nature trails
#10	tot-lot, W. Side of Boulevard and Satula	0.5	Playground equipment	Benches
#11	0			
#12	Rocksprings Park	7.0	Softball	
#13	Legion Park	7.0	Baseball	

RECREATION FACILITIES BY NEIGHBORHOOD (cont.)

Neighborhood	Name of Park	Acreage	Active Facilities	Passive recreation
#14	Newpark at Mitchell Bridge Road and Middle Oconee River	31.0		Picnic Facilities, nature trails
#15	0		0	

FIRE PROTECTION BY NEIGHBORHOOD

Neighborhood	Type of Coverage	Location of Station	1967-68 Fires
#1	High value-western end, LC, EC		4
#2	High value-western end, LC, EC		13
#3	High value-western end, LC, EC		3
#4	High value-half of section, LC, EC		8
#5	High value, LC, EC	#2	14
#6	High value-northern half, LC, EC		9
#7	High value-LC, EC		9
#8	High value-northern part, LC, EC	#3	16
#9	EC, except extreme southern part		2
#10	LC, EC		9
#11	High value-eastern part, LC, EC		4
#12	High value-eastern part, LC, EC		4
#13	EC, except extreme northern part	#4	7
#14	EC		7
#15	EC		11

*fire station #1 is located in the CBD.

**LC=Ladder Company
radius=2 miles

EC=Engine Company
radius=1½ miles

High value radius=3/4 miles.